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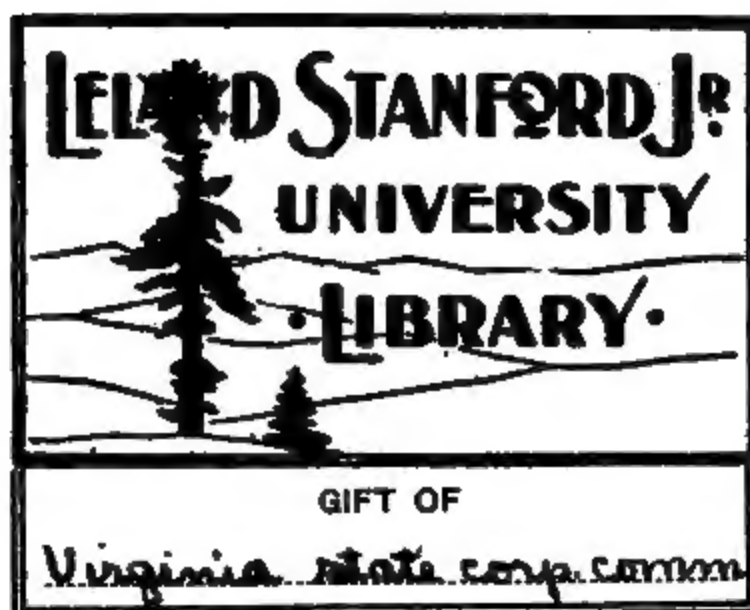
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Eleventh Annual Report

OF THE

State Corporation Commission

OF

VIRGINIA

FOR THE

YEAR ENDING DECEMBER 31, 1913

GENERAL REPORT

In an appendix separately bound will be found Reports and Statistics of Canals, Steam and Electric Railways and other corporate companies for fiscal year ending June 30, 1913.

RICHMOND
DAVIS BOTTOM, SUPERINTENDENT PUBLIC PRINTING
1914

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УРАЯВУ ОЯОУАТБ

State Corporation Commission

ROBERT R. PRENTIS, *Chairman.*

WM. F. RHEA, J. RICHARD WINGFIELD, *Commissioners.*

RICHARD T. WILSON, *Clerk.*

CLERKS AND EMPLOYEES.

T. G. STRACHAN.....	Assistant Clerk.
E. E. CONE.....	Special Representative.
N. W. ATKINSON.....	Assessment Clerk.
S. W. BIGGER.....	Bailiff.
C. G. WHEATLEY.....	Official Stenographer.
D. Q. BRIDGES.....	Additional Clerk.
D. H. DRUM.....	Additional Clerk.
L. D. BOOTH.....	Stenographer.
R. F. REYNOLDS.....	Stenographer.
J. J. JORDAN.....	Stenographer.
C. L. GAY.....	Messenger.
D. T. COLLEY.....	Janitor.

BANKING DIVISION.

C. C. BARKSDALE.....	Chief Examiner of Banks.
R. S. WARREN.....	Assistant Examiner of Banks.
J. A. BOOKER.....	Assistant Examiner of Banks.
W. D. FRANKLIN.....	Assistant Examiner of Banks.
B. CHESTERMAN.....	Division Clerk.

MINERAL LAND ASSESSMENTS.

JAS. A. STONE.....	Assistant Mineral Land Assessor.
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BUREAU OF INSURANCE.

JOSEPH BUTTON.....	Commissioner.
J. N. BRENAMAN.....	Deputy Commissioner.

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ELEVENTH ANNUAL REPORT OF THE State Corporation Commission

RICHMOND, VA., *December 31, 1913.*

*To the Honorable WM. HODGES MANN,
Governor of Virginia.*

SIR:

We have the honor to transmit herewith the eleventh annual report of the State Corporation Commission for the year 1913, together with the documents deemed pertinent thereto.

The report will be found to contain the rules of practice and procedure; certain formal orders and opinions; list of charters revoked and annulled and corporations dissolved during 1913; the Chief Bank Examiner's report for the year; list of charters, amendments, mergers and revivals of charters; foreign corporations authorized to do business in Virginia during the year; assessments of the property and franchises of the public service corporations; rules and regulations relating to storage, demurrage and car service in Virginia; regulations for the transportation of explosives; Virginia Classification No. 1 and exception sheets thereto; mileage class and commodity rates applicable to steam railroads in Virginia, which include both freight and passenger rates; tariffs, rules and classifications governing express companies; and rates of telegraph companies.

An appendix separately bound will contain the operating reports of railroad companies and statistical tables compiled therefrom.

The report of the Bureau of Insurance is also separately bound.

The authority of the Commission has been invoked in formal proceedings in various matters over which it has jurisdiction during the past year, and the orders and opinions in such proceedings may be found on pages five to ninety-five of this volume. As indicative of the variety of subjects considered by the Commission during the past year it will be seen that these formal proceedings refer to licenses to foreign corporations to do business in this State, railway stations and facilities, railway crossings, physical connections between railroads, side track facilities, freight and passenger rates, taxation of rolling stock of railways, condemnation of property of public service corporations, freight rates of steamship companies, service and physical connections between telephone companies, rules against corporations for failure to make reports required by law, receivers for banks, and supervision of the Banking Bureau and the Bureau of Insurance.

These formal proceedings by no means cover all of the work of the Commission. We continue to dispose of a very much larger number of complaints against railroads and other public service corporations by correspondence and conference between the complainants and the officials of the corporation complained of, and as we believe, have thereby, during the past year, accomplished beneficial results more speedily than is possible in formal proceedings, which require written pleadings, the taking of testimony in due form, the rendition of formal judgments and opinions subject to the necessary delays attendant upon such proceedings and to appeals to the Supreme Court of Appeals.

We believe that most of the public service corporations of the State are discharging their duties to the public with reasonable diligence, and that while complaints continue to be numerous not many of them are serious in character and general conditions are good.

RAILROADS.

Expenditures for Additions and Betterments.

We have compiled the following tables from the operating reports of the steam railroads, showing their expenditures in Virginia for additions and betterments during the year ending June 30, 1913:

INTRASTATE STEAM ROADS.

Cape Charles Railroad Company.....	\$ 828.31
Chesapeake Western Railway.....	10,916.77
Interstate Railroad Company.....	476,540.05
Marion and Rye Valley Railway Company.....	1,681.72
Nelson and Albemarle Railway Company.....	425.24
New River, Holston and Western Railroad Company.....	502.77
Norfolk and Portsmouth Belt Line Railroad Company.....	59,807.98
Richmond, Fredericksburg and Potomac Railroad Company..	357,520.56
Rosslyn Connecting Railroad Company.....	242.89
Tidewater and Western Railroad Company.....	5,549.69
Valley Railroad Company of Virginia.....	7,575.53
Virginia-Carolina Railway Company.....	872.62
Washington Southern Railway Company.....	150,202.52
Winchester and Strasburg Railroad Company.....	5,224.28
	<hr/>
	\$1,077,890.93

INTERSTATE STEAM ROADS.

	<i>Virginia</i>	<i>Entire Line</i>
Atlantic Coast Line Railroad Company..	\$ 674,290.85	\$ 5,716,878.20
Big Sandy and Cumberland Railroad Company.....		306.36
Carolina, Clinchfield and Ohio Railway..	213,277.74	1,218,012.19
Chesapeake and Ohio Railway Company, The.....	1,636,009.49	3,214,070.14
Cumberland Valley and Martinsburg Railroad Company.....	5,089.56	348,539.05

Danville and Western Railway Company	52,422.32	58,104.99
Delaware, Maryland and Virginia Railway Company.....	923.47	17,193.05
Laurel Railway Company.....	852.17	852.17
Louisville and Nashville Railroad Company.....	8,938.29	8,243,268.62
New York, Philadelphia and Norfolk Railroad Company.....	540,052.89	835,098.78
Norfolk Southern Railroad Company....	23,579.52	178,903.88
Norfolk and Western Railway Company.	4,724,972.30	10,108,580.80
Seaboard Air Line Railway.....	234,260.84	3,617,248.31
Southern Railway Company.....	270,718.17	3,516,514.27
Virginian Railway Company, The.....	958,970.51	1,529,454.09
Winchester and Potomac Railroad Company:.....	8,179.48	8,586.51
	<hr/>	<hr/>
	\$9,352,537.60	\$38,611,611.41

MINERAL LANDS.

The assessment of mineral lands made under the authority of the Commission by Mr. James A. Stone, assessor, co-operating with the local commissioners of the revenue, continues to produce satisfactory results.

The gross amount of the assessments reported for 1913 being \$36,014,536, the lands being located in 68 counties.

The total increase over the 1912 assessment is \$1,291,618. The total assessment includes certain lands in litigation in Buchanan county assessed at \$4,200,000. When the true ownership of these lands and the disputed boundaries are determined the acreage assessed will be largely reduced, but at present each of the claimants is assessed with the acreage claimed in the litigation.

CHARTERS ISSUED AND AMENDED AND FOREIGN CORPORATIONS LICENSED.

Eight hundred and eighty-three charters were issued during the year 1912.

During the past year (1913) nine hundred and sixty-four charters were issued. In addition to the issuance of original charters the Commission has issued, during the year, two hundred and thirty-one amendments to charters of corporations already in existence. Six charters have been revived and there have been three mergers of corporations.

During the year licenses to do business in this State were issued by the Commission to seventy-eight foreign corporations complying with our statutes, and twenty amendments to charters of such corporations already authorized to do business in the State were filed with the Commission, as required by law.

There have been two hundred and five voluntary dissolutions of corporations during the year, and the charters of three hundred and eighty-nine domestic corporations and the licenses of twenty foreign corporations have been revoked for failure to pay annual registration fees for two successive years. During the year 1913, twenty-eight foreign corporations withdrew from the State.

In the documents accompanying this report it will be seen that charters issued during the year have been classified with reference to the general business to be conducted by the various corporations so as to furnish the information in this respect. Under an alphabetical list of the counties and cities, the number of charters issued having their principal office in the respective counties and cities is given.

The records of this department indicate that there are, on this date, 6,888 domestic and 660 foreign corporations authorized to transact business in the State, a net increase of 362 domestic and 39 foreign corporations during the year.

The total authorized maximum capital stock of new charters, revivals and amendments issued during the year, amounts to \$202,704,801.

ASSESSMENT OF TRANSPORTATION AND TRANSMISSION COMPANIES.

The total value of the physical properties, exclusive of the value of their franchises, of the canals and steam railroads in the State, as assessed by the Commission was \$115,480,123.00. Of this amount, the property of steam railroads amounted to \$115,231,201.00, and the property of canals amounted to \$248,922.00.

The State tax imposed by the revenue laws upon the total assessed value of canals and steam railroads amounted to \$404,180.27.

The franchise tax assessed against these two classes of companies amounted to \$631,136.62.

The total State tax, therefore, against these two classes of companies amounted to \$1,035,316.89. The total State tax assessed against these companies in 1912 was \$949,794.09, showing an increase for 1913 of \$85,522.80.

The total value of the physical property, exclusive of the value of their franchises, of electric railway companies operating in the State, as assessed by the Commission for the year 1913, was \$8,903,055.00.

The State property tax on this assessed value and the franchise tax amounted to \$81,001.67.

The total State tax assessed against electric railways for the year 1912 was \$72,061.76, an increase for 1913 of \$8,939.91.

The total tax derived by the State for the year 1912 from canal, steam and electric railway properties was \$1,021,855.85, the same tax for 1913 was \$1,116,318.56, an increase of \$94,462.71.

The total aggregate value of the properties of telegraph, telephone, steamboat, express and sleeping car companies operating in the State, as assessed by the Commission for the year 1913 was \$5,267,900.67.

The aggregate of the *ad valorem*, license and income tax due the State upon this valuation was \$108,076.70.

The aggregate of the same tax for 1912 was \$100,473.28; an increase for 1913 of \$7,603.42.

Under the act approved February 26, 1910, the values of the property of light, heat, power, gas and water companies operating in the State have been assessed for taxation by the Commission.

For the year 1913 this assessment amounted to \$9,749,846.00. The property tax on this assessed value, together with the franchise tax of one-

half of one per centum of the gross receipts of such corporations, amounted to \$55,787.57, an increase over 1912 of \$9,471.79.

The gross transportation receipts of the steam and electric railroads in the State for the year 1913 amounted to \$68,121,264.89, as against \$60,642,418.14 for 1912.

The total miles in Virginia of single, second, third and fourth tracks and yard tracks and sidings of steam railroads for the year 1912 was 6,852.10. The total miles of track as compiled from the operating reports of the steam railroads for the year ending June 30, 1913, was 6,856.56, an increase during the year of 4.46 miles.

The total mileage of electric railways for 1913 was 639.98, an increase of 135.95 miles over 1912. Of this amount however, approximately 126 miles was included in reports of steam railroads for the year ending June 30, 1912.

REGISTRATION FEE AND FRANCHISE TAX.

The aggregate of these assessments made by the Commission for the year 1913 is as follows:

Registration fees assessed.....	\$ 78,470.00
Franchise tax assessed.....	196,910.00
	<hr/>
	\$275,380.00

AGGREGATE OF ASSESSMENTS FOR TAXATION MADE BY THE COMMISSION.

The following figures will show the amounts assessed by the Commission, for the year 1913:

Registration fees and general franchise tax.....	\$275,380.00
Franchise tax assessed against canals and railroads.....	680,977.66
Franchise tax assessed against water companies, light, heat and power companies and gas companies.....	21,663.26
	<hr/>
	\$978,020.92

The aggregate amount of these taxes assessed by the Commission for the year 1912 was \$864,629.18.

During the year there was paid into the State treasury for charter fees for the issuing and amending of domestic charters the sum of \$32,823.00; and there was paid charter fees from foreign charters on issuance of licenses to them, by the Commission, the sum of \$18,795.50, the total amount received by the State for charter fees from the domestic and foreign corporations in connection with the charter work of the Commission was \$51,618.50.

The following shows the aggregate for the year 1913 of all State taxes assessed by the Commission, and of the amounts paid into the treasury in connection with the work of the Commission, viz:

Property taxes and franchise taxes assessed against steam railroads and canals.....	\$1,035,316.89
Property taxes and franchise taxes assessed against electric railway companies.....	81,001.67

Property taxes and franchise taxes assessed against steam- ship companies.....	\$ 10,189.59
Property taxes and franchise taxes assessed against water, heat, light and power companies.....	55,787.57
Property taxes and license taxes assessed against telephone and telegraph companies.....	65,537.12
Property taxes and license taxes assessed against express companies.....	26,823.21
License tax assessed against sleeping, parlor and dining car companies.....	5,526.78
Registration fees and general franchise taxes.....	275,380.00
Paid into the treasury as charter fees upon issuing domestic charters.....	32,823.00
Paid into treasury as charter fees on issuing licenses to foreign corporations.....	18,795.50
Clerical fees, tax on seal, fines, etc., collected and turned into treasury by clerk.....	7,552.32
	<hr/>
	\$1,614,733.65

An increase of \$145,616.89 over 1912.

There has been no change in the personnel of the Commission during the past year.

Respectfully submitted,

ROBERT R. PRENTIS, *Chairman.*

WM. F. RHEA,

J. RICHARD WINGFIELD,

Commissioners.

COMMONWEALTH OF VIRGINIA

STATE CORPORATION COMMISSION

Rules of Practice and Procedure

IN

Cases and Proceedings before the Commission

AMENDED TO JULY 8, 1913

PUBLIC SESSIONS.

1. The regular public sessions of the Commission, sitting as a court, for the hearing of contested cases and matters properly coming before it, will be held at its offices, in the city of Richmond, on the second Monday in January, April, June, September and November in each year. These sessions may be adjourned from time to time, and shall last so long as the business before the Commission and the public interests may require. These sessions may be adjourned, during their respective terms, to any other place in the State, upon order of the Commission, that the public necessity or the convenience of the parties require an adjournment.

Special judicial sessions of the Commission may be held at any time upon order of the Commission, or a majority of its members, in the city of Richmond, or elsewhere in the State, for the hearing of all matters over which the Commission has jurisdiction.

PARTIES.

2. All complaints, proceedings, contests, or controversies before the Commission, shall be instituted in the name of the Commonwealth, as complainant, and the party against whom the complaint is preferred, or the proceeding instituted, shall be the defendant; in all proceedings instituted by the Commission, of its own motion, the complainant shall be, "The Commonwealth at the relation of the State Corporation Commission"; in all other complaints and proceedings instituted by parties, the complainant shall be styled "The Commonwealth at the relation of———."

Any person, firm, corporation or association, or any commercial body, may institute a complaint before the Commission. When instituted by an unincorporated association or mercantile body, the complaint must be in

the name of a committee of not less than two persons on behalf of such association or body.

When the complaint concerns anything done, or omitted to be done, by a single carrier or other corporation, no other need be made a party, but if it relates to joint tariffs, or questions in which two or more carriers or other corporations are interested, all such must be made parties. A complaint may embrace several carriers, or lines of carriers, operated separately, in the same proceeding, when the subject matter of the complaint involves substantially the same violation of the law, or of the rules and regulations of the Commission, by the several carriers or lines. Persons or carriers not originally parties may apply, in any pending case or proceeding, for leave to intervene, and to be heard upon the questions involved. Such application must be by petition, verified by oath, which must set forth the petitioners' interest in the proceeding.

PETITIONS AND COMPLAINTS.

(As amended by order entered July 8, 1913.)

3. All complaints for the redress of alleged grievances or violation of law by the defendant must be in writing and addressed to the Commission. Such petition or complaint must distinctly and plainly set forth the grounds of complaint, the items being numbered, and the petition or complaint must be verified by affidavit. The name of the corporation, or other parties complained against, must be stated in full, and the address of the complainant, with the name and address of his attorney or counsel, if any, must appear upon the petition, when the complaint is made otherwise than on the motion of the Commission. Two copies of such complaint or petition shall be filed therewith, and if there be more than one defendant named therein two additional copies shall be filed for each such additional defendant.

NOTICE.

4. The petition or complaint may be filed before the Commission, or with its clerk, and, thereupon, a notice, in the form of a writ, shall be issued, according to law, by the Clerk, directed to the Bailiff of the Commission or other proper officer, summoning the defendant or defendants to appear before the Commission on the day named therein, which shall be not less than ten days from the filing of the complaint. The said writ and notice and a copy of the complaint shall be served upon the defendant or defendants, and return made according to law.

ANSWERS.

(As amended by order entered July 8, 1913.)

5. Upon the day named in the writ, or notice, the defendant or defendants shall file before the Commission an answer in writing, with two additional copies thereof, specifically admitting, or denying, by items, the material allegations of the complaint, and setting forth the facts which will be relied upon to support any such denial. The answer shall be verified by affidavit, and be signed by the attorney or counsel, if there be such. If

the parties are ready, upon the filing of the answer, the Commission may proceed at once to hear the matter of contest. If either party be not prepared for the hearing, then an adjournment may be had and the day for the hearing fixed, upon the application of either party, in the discretion of the Commission.

Instead of answering the complaint, defendant or defendants may demur to the same, filing a demurrer in writing on the return day together with two additional copies thereof.

AMENDMENTS.

6. Upon the application of any party, amendments to any complaint or answer in any proceeding or investigation may be allowed by the Commission, in its discretion.

STIPULATIONS OR AGREED FACTS.

7. The parties to any complaint or proceeding before the Commission may, by stipulation in writing, filed with the Commission, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be recorded and used as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

HEARINGS.

8. Upon the filing of the answer, the hearing will proceed at once, or the Commission will assign the time and place for the same. Witnesses will be examined orally before the Commission, unless testimony or facts are agreed upon, as otherwise provided in these rules. The petitioner or complainant must prove the existence of the facts complained of unless they are admitted, or the defendants be in default by failing to answer. Facts alleged in the answer must be proved by the defendant or defendants unless admitted by complainant. In cases of failure to answer, the Commission will take such proof of the charge as may be deemed reasonable and proper, and make such order thereon as the circumstances of the case may require.

DEPOSITIONS AND WITNESSES.

9. The testimony of any witness may be taken by deposition, at the instance of a party, in any proceeding or investigation before the Commission after the same is at issue by the filing of the answer. Such depositions must be after notice, and before the officer required and allowed by the statutes of Virginia. Any party, complainant or defendant, shall be entitled to process to compel the attendance of witnesses or the production of books and papers before the Commission. Such process will be issued, for proper service and return, by the Clerk of the Commission, upon application of any party to the proceeding. When depositions are taken they must be returned to the Clerk of the Commission as depositions are required by law to be returned to the clerk of a court of chancery.

ARGUMENT.

10. Whenever requested by the proper authorities, the Attorney-General of the State may represent the complainant in any proceeding.

Arguments may be made orally before the Commission, or written or printed briefs may be filed in any case within such time as may be prescribed by the Commission in such case. For convenience in reading and filing, it is requested that, whenever practicable, in cases of importance, arguments be printed.

SPECIAL MATTERS.

11. In the performance of special functions of a judicial nature, imposed upon it directly by law, and not instituted by any complainant, such as the assessment of property of corporations and other like matters, such notices will be given and proceedings be had as are required by the statutes under which the Commission acts in the performance of such duties.

GENERAL BUSINESS.

(As amended by order entered June 26, 1907.)

12. The offices of the Commission, on the third floor of the capitol building, Richmond, will be opened for the transaction of business on week days from 8 o'clock in the morning until 3 o'clock in the afternoon between the first day of April and the first day of November, and from 9 o'clock in the morning until 3 o'clock in the afternoon, during the rest of the year, Sundays and legal holidays excepted. When the Commission is not in session, applications for charters and all papers to be presented to the Commission, or filed in its offices, may be left with the Clerk. Official communications by mail should be addressed to the "State Corporation Commission," and not to the chairman or any member of the Commission individually.

LEADING MATTERS DISPOSED OF BY FORMAL ORDERS

CASE No. 281.

(See Report 1911, p. 38.)

Commonwealth of Virginia, at the relation of the Attorney General of Virginia,
vs.
American Book Company.

ORDER OF APRIL 23, 1913.

This day came again the parties by their attorneys, and the Commission having maturely considered the evidence and the argument of counsel and being of the opinion, for the reasons stated in writing and filed with the record, that the American Book Company is not doing business in this State in violation of Section 1104 of the Code of Virginia, Pollard's edition, 1904:

Therefore, it is considered by the Commission that the rule heretofore awarded in this proceeding be, and the same is, hereby discharged, and the proceeding ordered to be removed from the docket.

OPINION—PRENTIS, CHAIRMAN.

Upon the motion of the Attorney General of Virginia, who suggested that the American Book Company, a New York corporation, is doing business in this State in violation of sections 1104-5 of the Code, a rule was awarded requiring that company to show cause, if any it could, why it should not be fined for failing to comply with the statutes governing foreign corporations transacting business in this State.

Section 1104, among other things, provides that:

"Every incorporated company doing business in this State shall have an office in the State, at which all claims against the Company due residents of the State may be audited, settled and paid. Every such company incorporated under a jurisdiction beyond the limits of this State (and hereinafter designated as a foreign corporation) shall, before doing business in this State, present to the State Corporation Commission (a) a written power of attorney executed in duplicate, appointing some person residing in this State its agent, upon whom all legal process against the corporation may be served, and who shall be authorized to enter an appearance in its behalf; (b) two duly authenti-

cated copies of the charter of the corporation; and (c) a certificate of the Auditor of Public Accounts, showing the payment into the treasury of the fee required by law to be paid by such corporation, and shall obtain from said Corporation Commission a certificate of authority to transact business in the State. If it shall be made to appear to the State Corporation Commission that said corporation has complied with the law relative to the obtaining of a certificate of authority for foreign corporations of the character of the applicant corporation, then said Corporation Commission shall issue to said corporation a certificate of authority to transact business in the State."

Section 1105, among other things, provides that:

"If any foreign corporation shall transact business in this State without first obtaining such certificate of authority provided for in the preceding section, it shall be fined not less than ten dollars, nor more than one thousand dollars, such fine to be imposed by the State Corporation Commission, whose duty it shall be to see that the provisions of the preceding section are complied with."

The defendant company, on the 9th day of September, 1910, entered into a contract with the Virginia State Board of Education to furnish certain school books at agreed prices for use in the public schools of the Commonwealth.

It is contended for the Commonwealth that this contract is a Virginia contract, and that inasmuch as it provides that the books and publications embraced therein shall be placed and kept by the American Book Company "upon sale and for exchange at points convenient and accessible to the public, in each of the school divisions, counties and cities of the Commonwealth, so that the pupils in all the public high schools in said school divisions, counties and cities may be promptly supplied with said books whenever they may desire to obtain the same," that, therefore, the company must be conclusively presumed to be doing business in this State, that is to say, doing an intrastate business, and hence subject to the laws governing foreign corporations doing business in Virginia.

The issue involved here is whether or not the company, because of this contract, has been doing business in this State which is not protected by the commerce clause of the United States Constitution. We cannot accede to the proposition that there is a conclusive presumption that the defendant is doing business in this State because the contract, has not been so construed by the parties and the contention cannot be sustained, because it appears that section 8 of the contract is as follows:

"8. The party of the second part agrees to observe and comply with the existing laws of this State and the existing regulations adopted by the State Board of Education governing and concerning the use, uniformity and *introduction of text books into the public high schools of the State of Virginia.*"

and section 5 of the "regulations" referred to in that section 8 reads thus:

"5. The several publishing houses having contracts with this Board for the sale and supply of text-books to the public free schools shall keep *or cause to be kept* in each school division of the State a sufficient supply of their publications which have been adopted so that the pupils thereof may conveniently and promptly obtain said books at the retail and exchange prices agreed on between the State Board of Education and said publishing houses."

So that this section 5 of the regulations must be construed to be as effectively a part of the contract between the State Board of Education and the American Book Company as if its express language were embodied therein.

A fair construction of this section 5 makes it plain that the American Book Company may discharge its obligations under that contract if it *causes the books* to be kept in the State so that the pupils may conveniently and promptly obtain them at the prices agreed upon. The contract of 1910 does not differ from the preceding contract of 1908 between the same contracting parties, and it appears that for many years the parties, that is, the State Board of Education and the American Book Company, have construed similar contracts to be fully complied with if the books were sold to and kept by the retail dealers of the State at convenient places in each school district.

We understand it to be admitted that the negotiations of a foreign corporation with the State Board of Education resulting in a contract to buy and supply the school text books do not constitute "doing business" within the State by such corporation within the meaning of the statutes referred to, and this appears to be settled by the following cases:

State v. American Book Company and others, 76 Pac. Rep. p. 411;

Hogan v. City of St. Louis, 176 Missouri, 149.

The defendant company, denying that it has violated the statutes referred to, alleges and proves the following facts: That its course of business has been to enter into contracts with dealers in various localities all over the State by which it agrees to sell to such dealers, and the dealers agree to buy from the defendant and to keep constantly on hand a sufficient supply of said text books for the pupils in the public schools in the respective communities in which said dealers have their places of business and carry on their business as merchants; the dealers agreeing to furnish and deliver such text books to the pupils in such schools as the same shall be required, promptly as needed, at the prices specified in the contract between the defendant and the State Board of Education, and that this method of complying with the contract has never been questioned until questioned by the Attorney General, after the bid of the defendant had been accepted and before the contract of 1910 had been executed. That the books are sold to and billed to said dealers from the place of business of the defendant in New York, at the prices stipulated in the contract between the dealer and the defendant. That the defendant company has neither officer or office, nor place of business, nor plant, nor stock of goods, nor capital invested in the State of Virginia. That on the 31st day of July, 1911, the American Book Company made a contract with the Virginia Book Company, of Richmond, Virginia, a corporation chartered under the laws of this State doing business in the city of Richmond, under

which it sells large quantities of books with view of performing its contract with the State Board of Education, and that the Virginia Company, from its place of business in Richmond, sells to local dealers throughout the State of Virginia the books required to be furnished to the pupils of the State at the retail prices fixed in the contract of the 9th day of September, 1910. This Virginia corporation pays its franchise tax and registration fee as well as a merchant's license tax, and the local dealers in the books are liable for all the taxes imposed by law.

Under these undisputed facts we are clearly of the opinion that the defendant company has not violated the statutes referred to, that it is not doing business in this State within the meaning of those statutes, and that all of its business is interstate commerce, and fully protected by the commerce clause of the Federal Constitution.

There have been many cases decided by the Supreme Court of the United States involving kindred questions, and as we understand and construe those cases, there can be no question as to the correctness of the defendant company's contention. The books are sold in the State of New York, transported in interstate commerce to the Virginia Book Company and other dealers and persons in the State of Virginia, and the title to the property passes from the American Book Company in New York to these dealers and persons in Virginia, the terms of sale being fully agreed upon before the property is brought into this State. If the American Book Company used these Virginia dealers merely as its agents and simply deposited its books with such dealers for sale, retaining title to the property until sold, then it would be perfectly clear that the defendant company would be doing business in Virginia, but as above stated, this is not the method of distributing these books. The method adopted has been described, and corresponds precisely with the great mass of interstate commercial transactions in this country whereby foreign corporations sell their goods, part with title thereto and transport them to their customers in interstate commerce.

It is certainly in the power of the State Board of Education to require all foreign corporations wishing to furnish books for use in the public schools to comply with the law governing foreign corporations as a condition precedent to granting such privilege. So far, however, the State Board of Education has imposed no such conditions upon these corporations, and indeed, have declined to impose such a condition, and have approved the method of distribution adopted by the foreign book companies. Their reason doubtless is that if the State should exact the fees required of foreign corporations doing business in this State the prices of the school books to the school children would be correspondingly increased by the foreign companies furnishing the books. Without undertaking to analyze the cases we refer to the following the conclusions here given:

vs. Shelby County Taxing District, 120 U. S. 480.

vs. Texas, 128 U. S. 129.

burg vs. Hennick, 129 U. S. 141.

vs. Michigan, 135 U. S. 161.

er vs. Kentucky, 141 U. S. 47.

vs. Shelby County Taxing District, 145 U. S. 1.

nks vs. United States, 181 U. S. 283, 298.

ll vs. North Carolina, 187 U. S. 622.

Rearick vs. Pennsylvania, 203 U. S. 507.

International Text Book Co. vs. Pigg, 217 U. S. 91.

LeLoup vs. Mobile, 127 U. S. 640.

McCall vs. California, 128 U. S. 129.

Banker Brothers vs. Commonwealth of Pennsylvania, 222 U. S. 319.

American Steel and Wire Co. vs. Speed, 192 U. S. 500.

American Express vs. Iowa, 196 U. S. 146.

Roselle vs. Commonwealth, 110 Va. 235.

Crenshaw vs. Arkansas, Advance Sheets, October, 1912, L. Ed. U. S. Supreme Court Reports, p. 295.

We will, therefore, enter the proper order discharging the rule.

Commissioners RHEA and WINGFIELD concur.

CASE No. 299.

Contract between the Commonwealth and its political sub-divisions and the Richmond, Fredericksburg and Potomac Railroad Company.

ORDER OF MARCH 6, 1913.

An original contract dated March 3, 1913, executed in accordance with and by authority of the act entitled, "An Act to provide for the compromise and settlement of certain contentions and differences between the Commonwealth and its political sub-divisions, upon the one part, and the Richmond, Fredericksburg & Potomac Railroad Company, on the other part," approved March 14, 1912, was this day filed to be permanently preserved as a public record and as part of the official archives of the State Corporation Commission.

CASE No. 317.

(See Report 1911, p. 76.)

Commonwealth of Virginia, at the relation of W. P. Parrish, Mayor of the Town of Chatham, Virginia,

vs.

Southern Railway Company.

Station facilities at Chatham.

ORDER OF NOVEMBER 5, 1913.

It appearing to the Commission that the station facilities at Chatham have been enlarged and improved in accordance with the directions of the Commission, and that the object of this proceeding has been accomplished, it is ordered to be removed from the docket.

CASE No. 318.

(See Report 1912, p. 22.)

Commonwealth of Virginia, at the relation of the City of Charlottesville, Virginia,
vs.
Southern Railway Company, and
The Chesapeake and Ohio Railway Company.

Improvement of Station Buildings and Premises at Union Station in Charlottesville.

ORDER OF JANUARY 14, 1913.

The Chesapeake and Ohio Railway Company having been duly summoned according to law, is hereby made a party defendant in this proceeding.

This day came the defendant companies and submitted plans for the enlargement and repair of the present passenger station at Union Station, Charlottesville, and for the re-arrangement of the facilities at and near such station and the paving of the driveways adjacent to such station, for the promotion of the public safety and convenience, which plans are substantially indicated by three blueprints, accompanied by an estimate of the cost of such improvements, all marked "F." Whereupon such plans, which are to include a paved driveway adjacent to such station, are, in general terms, approved; and it is hereby ordered that the defendant companies proceed within thirty (30) days from this date to commence the work of executing the same, and that all of such improvements be completed on or before the first day of June, 1913, subject, however, to the further approval of the Commission as to details during the progress of the work, and to final approval thereof when completed.

All other questions involved in this proceeding are reserved.

ORDER OF JULY 8, 1913.

It being suggested that the defendant companies have failed to obey the order entered in this proceeding on the fourteenth day of January, 1913, requiring the enlargement and repair of the present passenger station at Union Station, Charlottesville, and for the rearrangement of the facilities at and near such station, and to pave the driveways adjacent thereto, it is therefore ordered that rules be, and are, hereby awarded against the Southern Railway Company and The Chesapeake and Ohio Railway Company, returnable at the court room of the Commission in the city of Richmond, at ten o'clock A. M., on Tuesday, July 22nd, 1913, requiring them and each of them to show cause, if any, they, or either of them, can show, why they should not be jointly and severally fined for such their alleged failure to obey such order.

ORDER OF JULY 16, 1913.

This day came The Chesapeake and Ohio Railway Company and filed its answer to the rule issued on the eighth day of July, 1913.

ORDER OF JULY 18, 1913.

This day came Southern Railway Company and filed its answer to the rule issued on the eighth day of July, 1913.

CASE No. 330.

(See Report 1912, p. 34.)

Commonwealth of Virginia, at the relation of D. A. Langhorne, of Albemarle County,

vs.

*Scottsville Telephone Company, a Corporation, and
Albemarle Telephone Company, a Corporation.*

ORDER OF JANUARY 15, 1913.

This day came the parties, plaintiff and defendants, by counsel, and reported to the Commission that matters in controversy, which were the subject of complaint filed in this cause, have been satisfactorily adjusted, and that the schedule of rates and charges filed by both companies meet the grounds of said complaint, and no further hearing appearing to be necessary this cause is ordered dismissed, each party to pay his own costs.

CASE No. 342.

(See Report 1912, p. 41.)

Commonwealth of Virginia, at the relation of J. B. Dowden,

vs.

*Richmond and Rappahannock River Railway Company,
Virginia Railway and Power Company.*

ORDER OF APRIL 1, 1913.

The Commission having considered the evidence and the argument of counsel is of the opinion, for the reasons stated in writing and filed with the record, that the prayer of the petition should be denied.

Therefore, it is considered by the Commission that the petition be, and is, hereby dismissed, and the proceeding is ordered to be removed from the docket.

OPINION—PRENTIS, CHAIRMAN.

For many years the predecessors in title of the Richmond and Rappahannock River Railway Company and the Virginia Railway and Power Company have been issuing transfers to passengers traveling in either direction at Twenty-ninth and P Streets, in the city of Richmond. These transfers entitled the passenger, if coming into the city, to travel upon the cars of the Virginia Railway and Power Company to any point on its line in the city, and if traveling in the other direction to travel to the end of what is now the Richmond and Rappahannock River Railway Company's line about seven miles to Seven Pines.

This controversy arises from the fact that these transfer privileges were withdrawn by the two companies on July 1st, 1912. While thus operating, in January, 1904, the company then owning the entire line gave notice that on and after the first day of February, 1904, no transfers would be issued to passengers traveling to or from the Seven Pines line, that is, the part of the line running from Twenty-ninth and P Streets to Seven Pines. Whereupon a few months thereafter a proceeding was instituted in the name of the Commonwealth, at the relation of William E. Oakley against the railroad companies, the object of which was to prevent the withdrawal of such transfer privileges. The decision of the Commission granting the prayer of the petition is reported under the name of Commonwealth, at the relation of William E. Oakley, against the Virginia Passenger and Power Company, etc., 1904, Part I, page 95.

This decision of the Commission was appealed from by the railway companies and affirmed by the Supreme Court of Appeals.

Virginia Passenger and Power Company, etc., against Commonwealth, 103 Va. 645.

The ground for the decision of the Commission is in the paragraph marked 3 in the decision and order and thus stated:

"3. That by the provisions of the said ordinance of the city of Richmond of December 23, 1899, it was provided in subsection 5 of section 2, among other things, that the Richmond Passenger and Power Company should sell to all passengers, between the hours of 6 A. M. and 7 A. M., tickets at the rate of two for five cents, to be used only between the hours of 6 and 7 A. M., from Monday to Saturday, inclusive, said tickets being commonly known as "Labor Tickets"; and it is further provided in said subsection of said section that each passenger having paid his fare may demand and receive from the conductor of the car upon which he first took passage a transfer ticket, without additional charge, which fare and transfer ticket should entitle such passenger to ride upon such car upon which he has taken passage to the point where the said line intersects with the line to which said passenger desires to be transferred, and after arriving at said point of intersection such passenger may take passage on the line indicated on the said transfer ticket, and on the surrender thereof to the conductor of such car shall be permitted to ride to the end of the last-mentioned line. And it seems to the Commission that *these provisions of the said ordinance constitute a contract binding upon the said company, and with which it is obliged to comply.*"

The Supreme Court of Appeals (Keith, President) in affirming the decision, quoted the entire opinion of the Commission with approval, and used this language by way of supplement thereto:

"It thus appears that, in the view of the Corporation Commission, the railroad companies had assumed contractual obligations with respect to the sale of labor tickets and the giving of transfers in controversy. We think that the construction placed by the Corporation Commission upon the ordinances of the city is a reasonable and proper one, and

this conclusion is greatly strengthened by the fact that it is the construction acted upon by the appellants, commencing a short time after the passage of the ordinances by the city and continuing for about four years, when the railroad companies discontinued the sale of labor tickets and the giving of transfers, which led to the institution of the proceedings before the Corporation Commission."

These proceedings clearly show that the court as well as the Commission refused to permit the withdrawal of the transfer privilege in 1904, because of the opinion that the ordinance of the city of Richmond of December 23rd, 1899, granting the use of its streets to the railway companies and requiring such transfers, constituted a contract between the companies and the city, under which contract it was the duty of the companies to issue such transfers.

Since that time, namely, on February 17th, 1912, and on May 8th, 1912, the councils of the city of Richmond have amended the ordinance of December 23rd, 1899, whereby they undertake to relieve the company from the obligation of the contract above referred to so far as it requires such transfers good for transportation between the city limits and Seven Pines, and plainly intended so to do. The reasons actuating the authorities of the city of Richmond are plainly indicated in these proceedings and are matters of common knowledge in the community. The chief reason actuating the council was the desire to secure the construction of a new line of railroad from Richmond to Urbanna, a distance of about fifty-eight miles, by utilizing such portion of the existing line as seemed proper. The consideration urged upon the council being that the proposed new line of railway would enlarge and increase the trade of Richmond with the people in the town of Urbanna and the intermediate territory.

The question then is whether the companies have been relieved by the 1912 ordinances from the obligations of the contract imposed by the ordinance of December 23rd, 1899.

It is contended on behalf of the petitioner:

"First—That under section 1033-f of the Code of 1904, it was necessary to the validity of the ordinance of February 17th, 1912, that it shall have been preceded by an advertisement once a week for four successive weeks and that the rights thereby granted should have been exposed by the city council to public bidding."

Clause (1) of section 1033-f provides that

"Before granting any franchise, privilege, lease or right of any kind to use any public property, or easement of any description, except in the case of and for a trunk railway, it shall be the duty of the city or town proposing to make the grant to advertise the ordinance proposing to make the grant, after its term shall have been approved by the mayor, or the ordinance passed over the mayor's veto, as in the case of other ordinances, once a week for four successive weeks in a newspaper published in said city or town."

The statute requires also that bids for such franchise shall be invited and considered.

It is admitted that this statute was not complied with, but it is claimed

by the defendant companies that compliance was not necessary because the council, by the ordinances of February 17th and May 3rd, 1912, did not grant any franchise, privilege, lease or right to use public property, or easements of any description.

In this latter contention we fully agree. We think this clear and indisputable from the language of the statute just quoted, as applied to the facts of this case. The ordinances of February 17th and May 3rd, 1912, changed the contract so as to relieve the companies from the obligation of issuing and honoring transfers to and from points on the Seven Pines line outside of the city. They do not grant any franchise or privilege to use the streets of Richmond. The granting of this privilege was contained in the ordinance of December 23rd, 1899, and has continued unimpaired to this time. We think it a mis-use of language to say that the amending ordinances of 1912 contain any grant, but if they do it is a grant to discontinue the use of these transfers upon the cars of these companies at Twenty-ninth and P Streets. We are of opinion not only that it was not necessary to advertise for bids under the ordinances of 1912, but that it would have been impossible to grant to any other person than the defendant companies the privilege of issuing or refusing transfers to passengers traveling on the lines of these companies. If granted to any other person or corporation such a privilege would be absolutely without value, for it could only be exercised by the two companies here involved.

Clause (5) of section 1033-f provides that

"No amendment or extension of any such franchise, right, or privilege that now exists, or that may hereafter be authorized, which extends or enlarges such franchise, right, or privilege, either as to the time during which it is to last or as to the territory in which it is to be enjoyed, shall be granted by any city or town until the provisions of this act shall have been complied with."

It is earnestly contended that the action in 1912 constituted an amendment and an extension of the franchise within the meaning of the clause just quoted. This contention is based upon the idea that the contract as to transfers is an essential part of the easement to occupy the streets. We think that a fair consideration of the subject and a fair construction of the language demonstrate the unsoundness of this view. The thing granted by the city is the right to use the public streets in a manner not permitted to the general public. The conditions under which it may be used certainly may be such as to greatly increase or greatly diminish the value of the easement, but the precise conditions imposed depend upon the will of the grantor, the city. When and if imposed they are incidents of the grant, not essential parts of it.

The language of the statute just quoted seems to us absolutely decisive. The city may not, without first advertising for bids, amend or extend any such franchise, right or privilege either as to the *"time during which it is to last, or as to the territory in which it is to be enjoyed,"* but by plain inference the city councils may amend such franchise, right or privilege in every other respect. The statute, however, does not simply leave the power of the municipal authorities to such plain inference, for immediately after this inhibition as to amendments or extensions this language follows:

"And no amendment that releases the grantee or his assignee from the performance of any duty required by the ordinance granting the franchise, or that authorizes an increase in the charges to be made by such grantee or assignee, for the use by the public of the benefits of such franchise, shall be granted unless and until notice of such proposed amendment shall be given to the public by advertising the proposed amendment for ten days in some newspaper published in the city or town."

Therefore, it seems to us perfectly clear that unless in conflict with some superior law, this statute (which was strictly followed before the amendments of 1912, releasing the companies from the obligation to issue such transfers, were adopted), authorizes any amendment that releases the railway companies from the performance of any duty required by the ordinance granting the franchise or that authorizes an increase in its charges.

It is further contended, however:

"Second—That under section 1294-c of the Code, application should have been made to the Commission, after ten days' publication, for leave to advance the fares on the Seven Pines line and that leave formally obtained." The clause referred to reads as follows:

" '(6) No advance shall be made in the rates, fares and charges which have been established and published as aforesaid, until the same are submitted to and approved by the State Corporation Commission; and when so advanced ten days' public notice thereof shall be given, which shall plainly state the changes made in the schedule then in force, and the time when the increased rates and fares and charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time, and kept open to public inspection.' "

This statute, however, must be construed in connection with the proviso contained in section 156-b of the Constitution. This is the section which gives this Commission the power and charges it with the duty of supervising and controlling transportation companies in this State, with authority to fix their rates, rules and regulations. This proviso reads as follows:

"Provided, however, that nothing in this section shall impair the right which has heretofore been, or may hereafter be, conferred by law upon the authorities of any city, town or county to prescribe rules, regulations or rates of charge to be observed by any public service corporation in connection with any services performed by it under a municipal or county franchise granted by such city, town or county, so far as such services may be wholly within the limits of the city, town or county granting the franchise."

If there be any conflict between this constitutional provision and the statute, 1294-c (6), of course the constitutional provision is the superior law and must prevail.

We do not, however, think that such a conflict exists. The statute must

be construed to apply to rates which are not lawfully and definitely fixed by contract and which need the approval of this Commission, whereas the rates and transfer privileges here involved are fixed by a municipal ordinance, embodying a definite contract. The matter involved is the exchange of transfers in the city of Richmond, at Twenty-ninth and P Streets, that being the point of connection between the two railway lines. We have here then a contract legally entered into and lawfully modified by the municipal authorities of the city of Richmond, and while the privileges of persons traveling from Seven Pines into the city are thereby curtailed, still these privileges were originally derived from the ordinance of December 23rd, 1899, and without that ordinance could never have been demanded. The ordinance, having been thus amended, the privilege no longer exists.

This Commission has no jurisdiction or power to supervise or annul the action of the city authorities under the circumstances developed in this case. The city councils are by the Constitution vested with legislative discretion when prescribing rules, regulations or rates of charge to be observed by these companies in connection with services performed under the franchise to use the streets of the city granted by the councils, so far as such services are wholly within the limits of the city. The service of the Virginia Railway and Power Company, so far as it relates to the transfers referred to, is performed entirely within the city of Richmond. So far as the service of the Richmond and Rappahannock River Railway Company with reference thereto between the city limits and Seven Pines is concerned, it is undoubtedly true that this Commission has full and complete jurisdiction. This service, however, is so dependent upon the corresponding service of the Virginia Railway and Power Company within the limits of the city that it would be unjust and inequitable to require the Richmond and Rappahannock River Railway Company to accept and honor transfers held by travelers leaving the city when the city council has relieved the Virginia Railway and Power Company from the obligation to accept transfers from travelers entering the city.

Our conclusion, therefore, is that neither contention of the petitioner can be sustained, and that the petition should be dismissed.

In view of the dissenting opinion of our associate we expressly disclaim any purpose to reverse the case of the Commonwealth at the relation of Oakley, against the Virginia Passenger and Power Company, etc., hereinbefore referred to, or to impair its authority in the slightest degree as a precedent. We also expressly disclaim any intent to impair the force of the statute, or to change the practice of the Commission requiring advances in rates by transportation companies to be first submitted to and approved by this Commission.

RHEA, Commissioner, concurs.

WINGFIELD, Commissioner, dissents.

DISSENTING OPINION—COMMISSIONER J. R. WINGFIELD.

Having carefully considered all the papers in evidence before the Commission in this proceeding, and also the case of the Virginia Passenger and Power Company and another against the Commonwealth (Va. Reports 103,

p. 644) and the record and exhibits in said case, I am constrained to dissent from the opinion of my associates, Judges Prentis and Rhea.

The Richmond Railway and Power Company and its predecessor in title had put into effect and maintained for a long time prior to July 1st, 1912, certain rates and fares for passenger travel on the routes mentioned in this proceeding, well understood by their patrons and established for the use of the traveling public.

Sections 6, 7 and 8 of Chapter III of an act entitled, "An Act concerning public service corporations, approved January 18th, 1904," provides that no transportation company shall advance its rates, fares and charges until the same have been submitted to and approved by the State Corporation Commission.

The defendant companies violated this law by advancing the rates, fares and charges as set out in the complaint of the petitioners, and by putting said advances into effect on the first day of July, 1912, without having first obtained the approval of this Commission.

Defendants deny the jurisdiction and authority of the Commission in the premises and in justification attempt to maintain:

First—The jurisdiction and authority of the Commission as asserted in the case referred to (Va. Rep. 103) was derived from the contract made by the Richmond Passenger and Power Company with the council of the city of Richmond and embodied in what is known as the Ordinance of the twenty-third of December, 1899, and that they have since been released by the council of the city of Richmond from the obligations of said contract so far as the same applied to that portion of the Seven Pines Line beyond the corporate limits of the city of Richmond.

It is to be observed that the authority and jurisdiction of this Commission over transportation companies as to rates and charges is conferred by the Constitution of Virginia (see Sec. 156, Clauses (a) and (b)), and by statutes of the State enacted in pursuance of said Constitution. In no sense can it be said to rest upon "contracts" which are enforceable in the ordinary courts of law.

It is true that upon petition by a transportation company to be allowed to advance its rates, if a legal contract executed by said company binding it to maintain a certain rate be set up, the Commission would consider such a circumstance and would hold the Company estopped thereby. It follows, therefore, that the release of the companies from their obligations as to rates and charges imposed by said contract, whether such release be in whole or in part, does not deprive this Commission of its authority and jurisdiction conferred by the Constitution and laws of the State.

Second—Defendants deny the jurisdiction and authority of the Commission on another ground, that under the provisions of the Constitution the council of the city of Richmond has exclusive jurisdiction in the matter of their rates, and rely upon the provisions of the Constitution, Sec. 156 (b) which reads as follows:

"The authority of the Commission to prescribe rates, charges and classifications of traffic for transportation and transmission companies shall be paramount; but its authority to prescribe any other rules, regulations or requirements for corporations or other persons shall be

subject to the superior authority of the General Assembly to legislate thereon by general laws; provided, however, that nothing in this section shall impair the right which has heretofore been or may hereafter be, conferred by law upon the authorities of any city, town or county to prescribe rules, regulations or rates of charge to be observed by any public service corporation in connection with any service performed by it under a municipal or county franchise granted by such city, town or county, so far as such service may be wholly within the limits of the city, town or county granting the franchise."

It will be observed that two exceptions are made to the "paramount" authority of the Commission, both dependent upon legislative action. There is reserved to the General Assembly the power to establish other rules, regulations or requirements for corporations or other persons. Under this reservation the Legislature enacted the law which governs this Commission that "no transportation company shall advance its rates, fares and charges until the same have been submitted to and approved by the State Corporation Commission."

The second exception relates to the right conferred by law upon the authorities of any city, or county to prescribe rules, regulations or rates of charge to be observed by the public service corporations referred to. The expression "right conferred by law" necessarily means some act of the General Assembly, because all city charters and grants of power to municipal authorities must be by act of the General Assembly. In order to avail themselves of this last exception the defendant companies must show two things:

First—That they and their predecessors in title have operated and performed their services under a municipal or county franchise;

Second—That the services performed are wholly within the limits of the city or county granting the franchise.

As a matter of fact the defendant companies and their predecessors in title have operated under State charters granted either by the General Assembly or by this Commission;

The Richmond and Rappahannock River Railway Company under charter of this Commission, granted second of April, 1912;

The Virginia Railway and Power Company by charter dated June 29th, 1909.

The Virginia Passenger and Power Company was formed by consolidation on the thirtieth of December, 1901, of the Southside Railway and Development Company, which was chartered by the General Assembly March 3rd, 1898, and the Virginia Internal Improvement Company, by act of General Assembly approved February 9th, 1901:

The Richmond Passenger and Power Company was chartered by act of the General Assembly approved March 2nd, 1900.

All of these companies, with the exception of the Virginia Passenger and Power Company, performed a continuous service, in two political subdivisions, to-wit: Richmond city and the county of Henrico, which, for want of a better expression, may be designed as an interurban service.

Said companies located their lines in the streets of the city of Richmond and in the public highways of the county of Henrico under contracts allowing them to do so obtained from the council of the city of Richmond and the county court of Henrico.

More detailed statement is needed in regard to the Richmond Passenger and Power Company. The ordinance, approved twenty-third of December, 1899, of the council of the city of Richmond, referred to in these proceedings, was an open proposition and could not become effective and binding as a contract until the same was accepted by the Richmond Passenger and Power Company and until the conditions and stipulations therein should be performed by the said Company, and as a matter of fact did not become an executed contract until the sixteenth of August, 1900. The common council in said ordinance proposed to act under the act of the General Assembly passed March 20, 1860, entitled "An Act to authorize the Common Council of Richmond to authorize persons to construct railroads in the streets of said city"; but said act of March 20, 1860, in its fourth section provided that "the capital stock of any such company shall not be more than \$300,000." Said ordinance of twenty-third of December, 1899, authorized the said Company to operate a street railway within the limits of the city of Richmond along certain designated routes over the city streets. The Richmond Passenger and Power Company obtained from the General Assembly "An Act to incorporate and enlarge the powers of the Richmond Passenger and Power Company, approved March 2, 1900," and the said ordinance of December 23, 1899, was recognized as a contract right insofar as the same may have become or may become operative. Sections 3 and 4 of said act of March 2nd, 1900, authorized the said company to establish and maintain the business of a general railway and electric company in the cities of Richmond and Manchester, and in the counties of Henrico and Chesterfield.

Section 5 of said act provided that the capital stock of the said Company shall not be less than \$20,000.00 nor more than three millions of dollars. Section 4 of said act provided that the councils of said cities and the judges of the county courts of said counties respectively, and the boards of supervisors thereof, who are hereby vested with authority so to do, shall first consent for the location of the said railways on the streets and highways and through the country within their respective limits or jurisdiction. It is clear, therefore, that the said Richmond Passenger and Power Company did not organize under the act of March 20th, 1860, but did organize and operate under the act of March 2nd, 1900; that it and its successors in title have operated as an interurban company and availed itself long after the passage of said charter of the second of March, 1900, of the ordinance approved December 23, 1899, only as a contract by which it could locate its lines upon the streets of the city of Richmond. (It is to be noted that as to the Seven Pines Line they have operated on the county roads of Henrico under the charter of February 3, 1888, and under the order of the county court allowing the Seven Pines Railway to locate on the county roads, but have not complied with the requirement of the act of March 2nd, 1900, that they should obtain permission from both county court and the board of supervisors.)

Soon after executing the contract for the use of the city streets on the sixteenth of August, 1900, the Richmond Passenger and Power Company began operations and established its schedule on the basis on which it obtained said contract from the city council and on which it obtained the said charter from the General Assembly of March 2nd, 1900, to-wit; to transport passengers to or from any part of its lines and connecting or intersecting lines at a maximum charge for the whole ride of five cents for each ticket and six tickets

to be sold for not more than twenty-five cents, and with reduced rates for labor tickets, provided the trip should be continuous in the same general direction. This schedule of charges was put into effect on the Seven Pines division on the 26th day of October, 1900.

The method of making rates for long distance travel over steam roads is so much per mile; for the main lines in Virginia two and one-half cents per mile. But the methods for electric street railway lines, from the difference in the nature of the operation of such lines, are either the single-fare charge for a trip over the whole system in the same direction, or by zones. The zone system is adopted where the volume of business is small; the single fare system is adopted where the volume of business is great, and while some passengers may ride a considerable distance (five or ten miles) the general average would not be more than two miles. This Company voluntarily adopted and put into effect the single-fare basis for the operation of their interurban system and no complaint has been made that it has not been remunerative. This schedule was continued from said date in 1900 until the first of February, 1904, on which date the rates and fares were advanced, without the consent of the Commission, by the Richmond Passenger and Power Company and the Virginia Passenger and Power Company, to which latter Company that part of the Seven Pines Line from the city limits to Seven Pines had previously been conveyed. The attention of the Commission being called to said advance of rates, on the twenty-fifth day of March, 1904, the Commission (Commissioners Crump, Stuart and Fairfax), in the case of the Commonwealth of Virginia, at the relation of *Wm. E. Oakley v. The Virginia Passenger and Power Company and the Richmond Passenger and Power Company*, required said companies to withdraw all said advances made on the first day of February, 1904, and restore the rates in effect prior to that date, with leave to apply to the Commission for any advances in the rates, fares and charges ordered to be restored. The said companies did restore said rates and filed their petition for leave to advance their rates, which petition was disallowed. An appeal was taken to the Supreme Court of Virginia and the decision of the Commission was affirmed by the Supreme Court and the views of the Commission in full adopted as the opinion of the Court. In these proceedings the Commission asserted its jurisdiction over the said defendant companies, which was not contested by the companies. It impliedly held that the Virginia Passenger and Power Company was bound by the obligations of its predecessors in title, and in said opinion adopted by the Supreme Court, after giving in four paragraphs a recital of facts, in which recital, in paragraph 3, occurs this sentence: "It seems to the Commission that these provisions of the said ordinance (ordinance of December 23, 1899) constitute a contract binding upon the said Company, and with which it is bound to comply," gives its opinion as follows:

"Under the foregoing facts now found by the Commission, and with all the testimony before it bearing upon these facts, the Commission is of opinion that the council of the city of Richmond, in using the word 'line' in the section of the ordinance above mentioned, employed that word in its popular signification, and with reference to the circumstances out of which the granting of the said ordinance grew, and with reference to the urban and suburban street railroad

conditions in and around the city of Richmond at that time, and that the line then known, and since known, as the Seven Pines line, was an intersecting line; and, considering the question before the Commission in all its aspects, the Commission is of opinion that it should not permit the two defendant companies to change the system of transfers and labor tickets which have been in effect for several years, and with reference to which the patronage of the defendant lines in the city of Richmond and in the growing section of Henrico county, adjacent to the city, along which the Seven Pines line runs, has been acquired."

A study of the above opinion of the Commission, approved and adopted by the Supreme Court as its opinion, and of the opinion of the Commission of March 25th, 1904 (see Report of the State Corporation Commission, 1904, Part I, page 94) establishes as *res adjudicata* the following propositions:

First—That the Commission has authority and jurisdiction over such companies as the defendants and their predecessors in title, notwithstanding such companies operate their lines over city streets and county roads under contracts obtained from the proper city or county authorities.

Second—That where a railway company operates a line or system not confined to one political sub-division, it cannot by a transfer of a part of its line escape from its legal obligations; but that the vendee of a part of the line takes it subject to all the legal obligations of its predecessor, and that the two companies must maintain the rates previously in force until they have obtained the consent of this Commission to advance such rates and charges.

Third—That when a transportation company in violation of law advances its rates without the consent of the Commission, the Commission must require said transportation company to conform to the law by re-establishing its former schedule of rates before it will be heard upon a petition to be allowed to advance its rates.

As to the contention that the services performed by the defendant companies are wholly within the city or county within the meaning of the Constitution, it is to be observed that the service of transportation rendered by said companies and by their predecessors in title was and is in both city and county. The right to a through trip accrued when the passenger purchased his ticket and he could demand a transfer from the conductor of one division or intersecting line to enable him to complete his trip on the next division of the system. The mere physical transfer from one car to another is not the same thing as the transfer right provided for in the established schedule of rates of the company.

There is no conflict between the act of January 18th, 1904, requiring the railroad to obtain the consent of the Commission before advancing rates, and the Constitution. If there be any conflict between said act and an ordinance of a city council the general law must prevail. Chapter 2, section 5, under the head "Rules of Construction", the fifteenth rule reads:

"Where the council or authorities of any city or town, or any corporation court, or number of persons are authorized to make ordinances, by-laws, rules, regulations or orders, it shall be understood that the same must not be inconsistent with the Constitution and laws of the United States or of this State."

The Constitution does not vest city councils with legislative discretion in the matter of prescribing rates of charge to be observed by interurban transportation companies. City councils can only act under authority granted them by the General Assembly as to intraurban service.

It is the standing rule of this Commission that when a transportation company wishes to advance its rates, it shall file its petition so to do, and upon a formal hearing all parties in interest shall have an opportunity to be heard. I can see no reason why this rule should not be enforced in this case.

In the case of Oakley, above referred to, the transportation companies were required to conform to this rule. I can see no reason why the decision of the Commission of the twenty-fifth of March, 1904, should be reversed in this case.

The proposition to build a railroad from the city of Richmond to some point on the Rappahannock River is undoubtedly a worthy one. So far as it appears in this proceeding this is a railroad not yet constructed or operated. When it becomes a railroad in fact and the Richmond and Rappahannock River Railway Company files its schedule of rates and charges they will be considered by this Commission, and approved, if reasonable. At present the Richmond and Rappahannock River Railway Company appears only as the vendee of the Virginia Railway and Power Company, operating the Seven Pines Line, and it takes said division of the former Company subject to all the legal obligations of its predecessors.

It is suggested in the pleadings that the city council of Richmond acts from the standpoint of the interests of the city of Richmond and considers that the interests of said city will be promoted by the construction of a railroad to the Rappahannock River. This may be true, but they should show their interest in the construction of said Railway otherwise than at the expense of the citizens of the adjacent county of Henrico. The very fact that said city council acts from this standpoint of interest disqualifies it from acting with authority in a matter involving the interests of other political sub-divisions.

ORDER OF MAY 26, 1913.

This day came J. B. Dowden, of Henrico County, as principal, and George Bryan, of Richmond, Virginia, as surety, and executed an appeal bond in the sum of four hundred dollars (\$400.00), which bond is ordered to be recorded.

CASE No. 343.

(See Report 1912, p. 42.)

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs.

*Carolina, Clinchfield and Ohio Railway, and
Virginia and Southwestern Railway Company.*

Station Facilities at Speers Ferry.

ORDER OF NOVEMBER 13, 1913.

It appearing that, in accordance with the suggestions of the Commission, a union passenger station has been erected at Speers Ferry, Virginia, by the defendant companies, it is ordered that this proceeding be removed from the docket.

CASE No. 344.

(See Report 1912, p. 43.)

Western Union Telegraph Company,

vs.

Louisville and Nashville Railroad Company.

Petition for leave to condemn land in the counties of Lee and Wise.

ORDER OF JANUARY 8, 1913.

By consent of the petitioner the time within which the defendant, Louisville and Nashville Railroad Company, may file its answer is extended for ten (10) days from the tenth day of January, 1913. Such answer, when filed, to be of the same force and effect as if filed on or before that date.

All other questions are reserved.

ORDER OF JANUARY 21, 1913.

This day came the defendant, the Louisville and Nashville Railroad Company, and filed its answer to the petition.

CASE No. 349.

(See Report 1912, p. 45.)

*Commonwealth of Virginia, at the relation of James Bellwood, A. W. Bensley,
Peter C. Warwick, Jr., and W. B. Davie,*

vs.

*Seaboard Air Line Railway, and
Virginia Railway and Power Company.*

ORDER OF JANUARY 14, 1913.

This day came the Virginia Railway and Power Company and filed its motion to dismiss the complaint, its demurrer to such complaint, and its answer thereto.

ORDER OF JANUARY 15, 1913.

This day came the defendant corporations, Seaboard Air Line Railway and Virginia Railway and Power Company, and filed their answers to the petition.

ORDER OF MARCH 25, 1913.

This day came the Commonwealth of Virginia, by her Attorney General, and by leave of the Commission filed her petition, and on his motion the Commonwealth is made a party plaintiff to this cause.

ORDER OF MARCH 25, 1913.

This day came the parties by their attorneys, and the evidence having been partly heard the proceeding is continued until to-morrow.

ORDER OF MARCH 26, 1913.

This day came again the parties by their attorneys, and the evidence having been partly heard the proceeding is continued until to-morrow.

ORDER OF MARCH 27, 1913.

This day came again the parties by their attorneys, and the evidence having been fully heard, by consent of parties, and at their request, the proceeding is continued generally for argument to be heard at a future date.

ORDER OF MAY 15, 1913.

This day came the parties by their attorneys, and the case having been fully argued and submitted the Commission takes time to consider of its judgment and the order to be entered herein.

ORDER OF SEPTEMBER 24, 1913.

This day came again the parties by their attorneys, and the Commission having maturely considered the evidence and the argument of counsel, and for the reasons stated in the written opinion filed as a part of the record, is of opinion and doth decide as follows:

1. That the petition is sufficient in law, and therefore the demurrers are overruled, and the motions of the defendants to dismiss the petition upon the ground that the Commission is without jurisdiction are also overruled.

2. That the petitioners have failed to sustain the allegations of fact made in the petition.

Therefore, it is considered by the Commission that the petition be, and is, hereby dismissed, without prejudice, and the proceeding is ordered to be removed from the docket.

OPINION—PRENTIS, CHAIRMAN.

The petitioners allege and prove that they are the respective owners of several tracts of land in Chesterfield county between Kingsland creek and the city of Richmond, and that about twelve years ago the Seaboard Air Line Railway, hereafter called the Seaboard, or its predecessors in title, condemned a right of way through their land which is now being used by the railway company for the operation of its trains. That the Virginia Railway and Power Company, hereafter called the Power Company, has constructed an electrical transmission line for the distribution of light, power and heat,

from a point near the city of Petersburg to the city of Richmond by way of Centralia; that the said line approaches Centralia from the southwest on the the private right of way of the Power Company, and that between Centralia and Kingsland creek such line is located on the same right of way that carries the railway tracks of the Power Company. That by an agreement dated August 22nd, 1912, the Seaboard leased to the Power Company, for a term of twenty-five years, and thereafter from year to year, the right to locate and operate an electrical high power transmission line with iron towers, wires and other appurtenances to carry a current up to 110,000 volts on such right of way of the Seaboard in Chesterfield county between Kingsland Creek and the city of Richmond, including those towers on the right of way that passes through the petitioners' lands.

In support of their right to prosecute this proceeding they allege that they have occasion from time to time to use the Seaboard for passenger and freight traffic, and that in common with the general public have a direct interest in the safety of traffic on such railway, and that at certain points the right of way passes through farming and park lands of some of the petitioners and at other points it passes through lots which have been divided into building lots for suburban residences.

They claim to be entitled to relief because they allege that the electrical energy which the Power Company proposes to carry over said transmission line is of a highly dangerous character because the line is located on the right of way in close proximity to many large trees on the petitioners' land, and that said trees are liable at any time to be blown down and cross said line and to break the wires, which will carry the high current of electricity and subject the traffic on the Seaboard to the dangers of such current; that the location and operation of the transmission line on the right of way is liable to interfere seriously with the telephone and telegraph lines also on the right of way used for the dispatching of trains on the Seaboard by means of such telephone and telegraph wires; that in the location and operation of the transmission line on the right of way there will be constant danger that the iron towers will be struck by the derailed engines and cars of trains, breaking the wires carried by the towers and releasing the dangerous current of electricity, and that the location and operation of such transmission line on the railway right of way is inconsistent with the safe and efficient discharge of the duties which the Seaboard owes to the public; that the location and operation of the transmission line on the right of way is not in furtherance of any legitimate purpose, power, right or function of the Seaboard; that said company has no right either under its charter or under the general laws of the State of Virginia to engage in the business of transmitting electrical energy for light, heat, or power, or to lease its right of way or permit it to be used for that purpose, and that the making of the agreement of August 22, 1912, and the location and operation of the transmission line on the right of way constitutes a misuse and violation by the Seaboard of its charter and statutory powers; that for some years past the Seaboard and the Power Company have each been operating and are now operating distinct and competitive lines of railroad for the carriage of freight and passengers between the cities of Richmond and Petersburg, and that, therefore, the agreement of August 22nd is in violation of section 2 of Chapter II of the Act Concerning Public Service Corporations, (1105-b, clause 2, Pollard's Code). They claim that the statute which per-

mits a railroad company to maintain along its line a telephone and telegraph line for its own use and that of the public, by implication, forbids the operation thereon of such a transmission line as is complained of. That the right of way between Kingsland creek and Richmond crosses a number of public highways in Chesterfield county at grade, and that they, in common with the general public, are constant travelers on the highways at the points where they are crossed by the railway right of way and that they are vitally interested in the safety of the highway crossings and that the Power Company has located its said towers on said right of way in such manner as to require the stringing of its wires over the highways and highway crossings, and is operating the tower line over the same; that such location and operation of the transmission line over the highways and highway crossings is attended by great danger to the public, and that neither of the defendant companies has procured any authority from the board of supervisors for the location and operation of the transmission line, alleging that such authority from the board of supervisors is required by law, and they pray for relief.

The defendant companies filed their separate motions and demurrers, alleging that the Commission is without jurisdiction; that the complaint shows that the petitioners have no right to maintain this proceeding; that the contract, and the execution and the performance thereof, are fully authorized by law, and that to grant the relief prayed for in the petition would deprive the Seaboard of its property or enjoyment thereof without due process of law, in violation of the fourteenth amendment of the Constitution of the United States.

They have each filed separate answers, making similar allegations. They deny that the construction and the maintenance of the structures for such transmission line in accordance with the terms and conditions of the agreement of August 22nd, 1912, constitute any danger or menace to the petitioners, or to the traveling public, or in any way interferes with the safe and efficient discharge of the duties which the Seaboard owes to the public. The Seaboard claims that it is the owner in fee simple of all of the right of way which it has granted to the Railway and Power Company, and that as such owner it has the right to make the lease, inasmuch as it alleges that such use does not in any way interfere with the performance of its public duties, and they deny all the other violations of law alleged by the petitioners.

The Power Company alleges that the transmission line is of the "Suspension Insulator Type," and that it is the safest type of construction known to electrical science, and affords complete protection and safeguard from accident and injury.

We first consider the alleged violation by the Seaboard of specific statutes.

It is contended that the lease violates that part of clause 2 of section 2, of Chapter II of the "Act Concerning Corporations," which prohibits railroad companies which are competitive between points both of which are within this State, from selling, leasing, consolidating or merging their "works, property or franchises," whether such lines be operated by the same or different motive power. We cannot agree, however, that this provision of the statute is to receive such a narrow construction. If it should be so construed it would prevent ordinary traffic agreements between railroads by which trackage rights are granted and exercised. It would prohibit the erection of union stations or joint facilities if the contract therefor took the form of a

lease or sale. It would impede and discourage any joint use of property owned by competitive railroads. The true intent and meaning of the provision is, we think, to prohibit the sale and lease of all, or substantially all, of the works, property or franchises of a railroad company to a competitive company, or so large a part thereof as to destroy competition between the two companies. The manifest purpose of the statute is to preserve substantial competition, and it was never intended to prevent ordinary business contracts between railroad companies beneficial alike to the contracting parties and to the public.

Neither can we agree with the suggestion that the statute which permits a railroad company to maintain along its line a telephone or telegraph line (Act Concerning Public Service Corporations, Chapter IV, Section 9) for its own use, and that of the public, forbids, by implication, the operation thereon of such a transmission line as is here complained of. On the contrary we think that the very fact that telephone and telegraph lines are expressly so authorized by statute, plainly indicates that a similar use of the right of way of a railway company for the poles and wires of a power company is not necessarily inconsistent with the ordinary use by the railway company of its right of way. Indeed it is a fact within the common knowledge, observation and experience that the location of such poles on the railway right of way, if located a sufficient distance away from the tracks, does not interfere with the operation of the railway.

The suggestion that it is necessary to procure the authority of the board of supervisors of Chesterfield county for the location or operation of the transmission line over the highway crossings is required by law, is also, we think, untenable. On the contrary section 3, of Chapter II of the "Act Concerning Public Service Corporations," expressly provides that public service corporations may cross county roads provided such crossing is "so located, constructed and operated as not to impair, impede or obstruct" the same "in any material degree," and that the crossing is "supported by such permanent and proper structures and fixtures" and "controlled by such customary and approved appliances, methods and regulations as will best secure safe passage and transportation of persons and property along such crossing." The only clause in this particular section (which refers to crossings only) which requires consent from the board of supervisors of the county is in case the location of the county road is altered. As there is no suggestion here that the location of any county road has been altered that clause has no application.

The defendant companies have filed their demurrers and motions to dismiss the proceeding, alleging that the Commission is without jurisdiction, but they appear to have abandoned this contention in argument.

Inasmuch as the petition alleges that the construction and operation of the Power Company's line on the right of way of the Seaboard constitutes a danger to the public and that it interferes with the Seaboard in the performance of its duties to the public as a common carrier, it is manifest that the motions to dismiss and demurrers must be overruled, because Section 156 of the Constitution provides, among other things, that "The Commission shall have power, and be charged with the duty of supervising, regulating and controlling all transportation and transmission companies doing business in this State in all matters relating to the performance of their public duties

* * * * * and of correcting abuses therein by such companies." It must, therefore, be admitted that if the transmission line constitutes a danger to the public, or if its construction upon the right of way of the Seaboard interferes with the discharge by the latter company of its duties to the public, then there is an obligation upon this Commission to afford the relief prayed for by the petitioners, and in our opinion it is clear that the jurisdiction of the Commission to determine the controversy has been properly invoked. Therefore, the motions to dismiss for lack of jurisdiction, and the demurrers will be overruled.

This brings us to a consideration of the facts, and we must determine whether the construction and operation of the line of the Power Company upon the right of way of the Seaboard constitutes such a menace to the safety of the public as to require the removal of the line from the right of way.

The evidence is very voluminous, much of it is highly technical in character, and we will not undertake even to summarize all of this testimony. The dangers alleged have been herein recited. While the apprehensions of the petitioners in the present state of knowledge (or lack of knowledge) with reference to electricity are probably natural, we believe that they are unfounded in fact. It appears that the transmission line has been well constructed, and is of the "Suspension Insulator Type," and that every known precaution has been taken to avoid danger to the public. The current is transmitted by wires supported on steel towers varying in height from 60 feet 6 inches to 75 feet 6 inches above the ground, located at distances averaging 500 feet, and anchored to the ground by foot plates two feet long by one foot wide, placed from six to nine feet in the ground, with galvanized steel stobs coming up to the surface of the ground for attachment to the four legs of the tower—the foot plates being constructed so as to secure a good foothold and to resist strains to which the towers may be subjected. The entire structure is of steel, with all parts galvanized under special tests, and the bolts and nuts are sherriedized, which is said to afford the same protection against the elements as if galvanized. The wires and insulators are selected with the view of giving strength and safety to the construction. Automatic oil switches are provided at the stations in Petersburg, Richmond and Centralia to cut off the current on overload or short circuits. These switches are constructed to operate instantaneously, or in the fraction of a second. They are designed to cut off the current immediately in case of accident. In order to prevent the towers from becoming charged with electricity each tower is itself grounded, and there is a steel wire extending from tower to tower. It appears that even if any particular tower is not properly grounded that in case of accident that this steel wire connecting all the towers will immediately conduct the current to the earth from any tower on the line.

If the trees contiguous to the line should at any time fall and break the wires it is believed that the automatic oil switches will immediately cut off the current of electricity and thus the broken wire would be harmless. Even if the automatic oil switches for any reason fail to operate the fact that the towers are grounded in the way hereinbefore described will ground the current and make it harmless to the public.

We are therefore convinced by the evidence submitted that none of the dangers alleged by the petitioners in fact exist.

The owners of the telephone and telegraph lines on the right of way and

which are crossed by the high power transmission lines of the Power Company are satisfied with the construction, their service is now satisfactorily operated, and they do not anticipate any interruption of the telephone and telegraph service.

From consideration of all the testimony we are convinced that the only appreciable danger to human life would be encountered in case one climbed to the top of one of the towers and touched one of the high power transmission lines, and in this way completed the circuit and caused the current of electricity to pass through his body to the tower and into the ground. It is by making the human body the conductor of electricity between the positive and negative poles that accidents from electricity occur. The touching of these towers by either men or animals is not dangerous under normal conditions. Even under abnormal conditions if the current of electricity were passing through the tower at the precise moment of time a person standing on the ground touched it, the electricity would go through the tower by the most direct pathway which offered the least resistance to the ground through the grounded tower, and not through the body of the person touching the tower. Even if a derailed engine or car were to strike the tower with sufficient force to break the wires it would not release the dangerous current of electricity, but that current, by reason of the safety devices referred to, would be immediately cut off if the automatic oil switches should be operating, and if perchance they did not operate, would immediately and by the easiest way go through the wires and grounded towers to the earth and do no harm to persons or property.

It appears from the evidence that there are many high power transmission lines now in operation in the populous centers of the country in the public streets and in close proximity to lines of railroads, some of which are not as well constructed as the line here referred to, and that they are being operated without appreciable danger to the public. This well established fact should satisfy those complaining of this line that their fears are groundless.

For the reasons indicated we think the petitioners have failed to establish the allegation that the power line is a menace and danger to the public.

One other question of interest and importance remains to be considered and determined. It assumes a two-fold aspect. The first, whether the lease alienating a part of the right of way of the Seaboard for a term of twenty-five years is *ultra vires*, null and void; and secondly, if this question is answered in the affirmative whether, because of this invalidity, this Commission should require the removal of the Power Company's lines from such right of way.

It is, of course, well settled that a railway company while holding fee simple title to land which it has condemned for its right of way, holds that title charged with the primary duty of devoting it to the public use. This being true the company should not commit a breach of that duty by putting property which it has condemned for such public use beyond its control. The lease under consideration here undertakes irrevocably to devote twenty-four feet of its one hundred foot right of way, for a distance of about seven miles, to the use of the Power Company for the term of twenty-five years. It seems to us that the mere statement of this fact is sufficient to carry the conviction that such a lease is beyond the power of the Seaboard, and that it cannot confer the rights upon the Power Company which it thus attempts

to confer, and that every right sought to be conveyed and acquired under such a lease must be held subordinate to the continuing duty which the Seaboard owes to the public in connection with the performance of its public duties. We do not think it necessary to consider the well established doctrine relied upon by counsel for the petitioners to the effect that the Seaboard has no authority under its charter except that expressly conferred, and that, therefore, this lease is void under that doctrine. Our reason for this is that we do not understand that this Commission has original jurisdiction to declare such contracts void, similar to the jurisdiction exercised by the courts of equity. Our jurisdiction is limited to the control of public service corporations in connection with their public duties, and we have the authority to condemn such a lease so far, and so far only, as it interferes with the performance of such duties. The question as to the use to which the railway company may devote its real property not presently needed in the performance of its public duty has been carefully and fully considered and determined by our own Court of Appeals in the case of *Danville and Western Railway Company vs. Lybrook and others*, 111. Va., page 623.

This decision collects the pertinent authorities, and this case and these authorities fully justify the conclusions now and here announced.

As we construe that decision a railway company, except so far as restrained by its duty to serve the public as a transportation company, may have great liberty in dealing with its real estate. Cardwell (Judge) in delivering the opinion in the case above referred to, stated the doctrine in those words:

“The principle controlling in the class of cases to which this belongs, is that courts will only control public service and other corporations in the use of their property so far as may be necessary to secure the proper discharge of the duties which the corporations owe to individuals or to the public.”

In that case the company was justified in allowing the construction and occupation of several buildings by private persons and for private uses upon its station grounds, all of which uses, however, were said to be for the promotion of the business of the company in providing better warehouse facilities for certain patrons of the road, and thereby relieving the company of the necessity of enlarging its own freight station facilities. Under this principle, however, railroad companies have been sustained in their right to allow buildings upon their property used for the conduct of a business which the railroad company is not authorized to carry on, and to receive by way of rental a share of the net profits.

Nye vs. Stover and others, 168 Mass. 53; 46 N. E. 402.

Warehouses for the conduct of private business have been frequently allowed; and hotels and eating houses conducted by individuals for their private profit are common, upon the ground that they are public conveniences. A lumber company has been allowed to erect buildings and conduct its business as a dealer in lumber and building materials upon land owned by a railway company.

Calcasia Lumber Company and others, vs. Harris, 77 Texas, 18; 13 S. W. 453.

A manufacturing company has been allowed to occupy a part of the right of way of a railway company with the view of furnishing facilities for furnishing freight to the company.

Michigan Central Railroad vs. Bullard, 120 Michigan, 416; 79 N. W. 635; approved in *Detroit vs. Little & Co.* 146 Michigan, 373; 109 N. W., 671.

All of the cases carefully guard and reserve the point that the property must be devoted to the public use to the full extent necessary for the public business intended to be accomplished by the construction and maintenance of the railroad as a highway. The vice of the lease of the Seaboard which is here involved is in the length of the term. Whatever may be the situation to-day it cannot be assumed that there will be no change in twenty-five years, and if at any time during that period any part of the right of way which is occupied by the structures of the Power Company should be needed by the Seaboard in order to enable it properly to discharge its public duties, it is its bounden duty to resume possession of the property, and it would become the duty of this Commission to require the Seaboard so to resume such possession.

It does not follow, however, that because we conceive the lease to be *ultra vires* and void by reason of the irrevocable alienation for twenty-five years which is thereby attempted, that we should grant the prayer of the petition. The construction and operation of the power line is a great and beneficent enterprise and it is likely to prove a great public benefit, and the Seaboard, within the limitations which we have indicated, has the legal right to use its property for its own benefit, and should be encouraged to devote it to beneficial uses so long as such use does not interfere with it in the performance of its public duty. So that we must inquire whether or not the location of the line of the Power Company upon its right of way does at this time constitute such a use thereof as to impair the public right. This inquiry leads us back to the evidence, and we scan it in vain to find any indication that, at this time, the Seaboard is in any way impeded in the due performance of its duties to the public as a transportation company. It is operating a single line of railway upon a one hundred foot right of way, and neither the petitioners nor any other individual has been denied any essential right by reason of the location and operation of the power line upon that part of the right of way of the Seaboard not occupied by any of its tracks or necessary structures.

The Company was allowed by law to condemn a right of way one hundred feet wide, because that width is reasonably necessary in order to prevent the erection of buildings too near to the tracks, to avoid setting out fires on adjoining property, to obtain in the interests of safety an unobstructed view along its tracks for great distances, and for other reasons. These may be said to constitute present needs, with which the present location of the lines of the Power Company upon that right of way do not now conflict. All of this width, however, will probably be necessary for the future needs of the Seaboard for the probable multiplication of main tracks, for additional side tracks, switches, connection tracks with other railways, and with such large manufacturing plants as may reasonably require additional facilities. With these probable future needs the location of the Power Company's line on the right of way of the Seaboard will probably conflict, and when that conflict arises the Power Company's lines must be promptly removed from the right of way of the railway company.

We think that as between the public and these companies the Power Company must be construed to be a tenant, not for the term of twenty-five years, but by sufferance, or at will, and liable to be ousted either by the Seaboard or by this Commission whenever the property is needed for the public use for which it was condemned.

Our conclusion therefore is, that the prayer of the petitioners must be denied and the proceeding dismissed, without prejudice, however, to their right to reinstate the proceeding whenever they may be so advised, and this judgment must not be construed as in the slightest degree impairing the jurisdiction, authority and duty of this Commission to require the removal of the lines of the Power Company from the right of way of the Seaboard, whenever the public interest may so require.

RHEA AND WINGFIELD, Commissioners, concur.

CASE No. 350.

Commonwealth of Virginia, at the relation of the Virginia State Farmers' Institute, Incorporated,

vs.

*Atlantic Coast Line Railroad Company,
The Baltimore and Ohio Railroad Company,
Louisville and Nashville Railroad Company,
Norfolk Southern Railroad Company,
New York, Philadelphia and Norfolk Railroad Company,
Southern Railway Company,
Danville and Western Railroad Company.*

ORDER OF JANUARY 6, 1913.

The petition of the Commonwealth of Virginia, at the relation of the Virginia State Farmers' Institute, Incorporated, against the Atlantic Coast Line Railroad Company, The Baltimore and Ohio Railroad Company, Louisville and Nashville Railroad Company, Norfolk Southern Railroad Company, New York, Philadelphia and Norfolk Railroad Company, Southern Railway Company and Danville and Western Railroad Company, having been this day filed, it is hereby ordered that the defendant corporations be summoned to appear and answer the same on or before ten o'clock A. M., on Wednesday, the fifth day of February, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon each of the said defendant corporations as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF JANUARY 27, 1913.

This day came the New York, Philadelphia and Norfolk Railroad Company and filed its answer to the petition.

ORDER OF JANUARY 30, 1913.

This day came the Louisville and Nashville Railroad Company and filed its answer to the petition.

ORDER OF FEBRUARY 3, 1913.

Upon motion of the Atlantic Coast Line Railroad Company leave is given it to file its answer in this proceeding on or before February 18th, 1913.

ORDER OF FEBRUARY 4, 1913.

This day came The Baltimore and Ohio Railroad Company and filed its answer to the petition.

ORDER OF FEBRUARY 5, 1913.

This day came the Norfolk Southern Railroad Company and filed its answer to the petition.

ORDER OF FEBRUARY 5, 1913.

This day came the Danville and Western Railway Company and filed its answer to the petition.

ORDER OF FEBRUARY 6, 1913.

This day came the Southern Railway Company and filed its answer to the petition.

ORDER OF FEBRUARY 13, 1913.

This day came the Atlantic Coast Line Railroad Company and filed its answer to the petition.

*Commonwealth of Virginia, at the relation of the Virginia State Farmers' Institute,
Incorporated,*

vs.

Seaboard Air Line Railway.

ORDER OF FEBRUARY 7, 1913.

The petition of the Commonwealth of Virginia, at the relation of the Virginia State Farmers' Institute, Incorporated, against the Seaboard Air Line Railway, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock A. M., on Tuesday, the eighteenth day of February, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders, and regulations as may be just, and also as a writ or summons, according to law.

Commonwealth of Virginia, at the relation of the Virginia State Farmers' Institute, Incorporated,

vs.

Seaboard Air Line Railway.

ORDER OF FEBRUARY 18, 1913.

This day came the defendant company and filed its answer.

Commonwealth of Virginia, at the relation of the Virginia State Farmers Institute, Incorporated,

vs.

Atlantic Coast Line Railroad Company,

The Baltimore and Ohio Railroad Company,

Louisville and Nashville Railroad Company,

Norfolk Southern Railroad Company,

New York, Philadelphia and Norfolk Railroad Company,

Southern Railway Company,

Danville and Western Railway Company.

and

Commonwealth of Virginia, at the relation of the Virginia State Farmers' Institute, Incorporated,

vs.

Seaboard Air Line Railway.

ORDER OF FEBRUARY 18, 1913.

This day came the parties by their attorneys, and by consent it is ordered that these proceedings be heard together. Whereupon, the evidence being partly heard the proceedings are continued until to-morrow.

ORDER OF FEBRUARY 19, 1913.

This day came again the parties by their attorneys, and the evidence having been fully heard and the argument of counsel submitted, the Commission takes time to consider of its judgment and the order to be entered herein.

ORDER OF MAY 15, 1913.

The Commission having maturely considered the evidence and the argument of counsel, for the reasons stated in the written opinion, filed as part of the record, doth adjudge, prescribe and order as follows:

1. That from and after the first day of June, 1913, and after due publication according to law, the Louisville and Nashville Railroad Company, Norfolk Southern Railroad Company, New York, Philadelphia and Norfolk Railroad Company, Southern Railway Company, Danville and Western Railway Company and Seaboard Air Line Railway put into effect and observe the following commodity mileage rates on ground limestone, for acid soil treatment, carloads, minimum weight 60,000 pounds:

DISTANCES.	Rates Per Ton of 2,000 lbs.
30 miles and under	\$ 30
40 and over 30 miles	35
50 and over 40 miles	40
60 and over 50 miles	45
70 and over 60 miles	47
80 and over 70 miles	50
90 and over 80 miles	54
100 and over 90 miles	60
110 and over 100 miles	66
120 and over 110 miles	72
130 and over 120 miles	78
140 and over 130 miles	85
150 and over 140 miles	87½
160 and over 150 miles	90
170 and over 160 miles	92½
180 and over 170 miles	95
190 and over 180 miles	97½
200 and over 190 miles	1 00
205 and over 200 miles	1 02½
210 and over 205 miles	1 05
215 and over 210 miles	1 07½
220 and over 215 miles	1 10
225 and over 220 miles	1 12½
230 and over 225 miles	1 15
235 and over 230 miles	1 17½
240 and over 235 miles	1 20
245 and over 240 miles	1 22½
250 and over 245 miles	1 25
255 and over 250 miles	1 27½
260 and over 255 miles	1 30
265 and over 260 miles	1 32½
270 and over 265 miles	1 35
275 and over 270 miles	1 37½
280 and over 275 miles	1 40
285 and over 280 miles	1 42½
290 and over 285 miles	1 45
295 and over 290 miles	1 47½
300 and over 295 miles	1 50
360 and over 300 miles	1 50
Over 360 miles	1 60

2. The proceeding is dismissed as to the Atlantic Coast Line Railroad Company, that company having already made similar rates effective.

3. All rates on this commodity now effective, either local or joint, which exceed the rates herein prescribed, must be reduced so as to correspond with the rates herein prescribed, and all rates on this commodity now effective, either local or joint, which are lower than the rates herein prescribed must be maintained, whether applied to a local movement between points on the same road, or to an inter-line movement by combining the prescribed rates on each road, except that a minimum rate of 30 cents per ton of 2,000 pounds may be maintained.

4. The proceeding is continued as to the Baltimore and Ohio Railroad Company, in order that its subsidiary lines, Winchester and Potomac Railroad Company and Winchester and Strasburg Railroad Company, may be made parties defendant to this proceeding.

OPINION—WINGFIELD, COMMISSIONER.

Having carefully considered all of the pleadings, the several exhibits filed with the pleadings, and, at the hearing, the testimony of witnesses and the arguments of counsel submitted in this proceeding, the Commission finds:

First—That there is a practically unanimous agreement of expert opinion that lime in some form will benefit much of the farming lands of Virginia, by correcting their acidity and improving their mechanical condition, and to some extent be beneficial in the growing of crops, by supplying the element calcium as a plant food. It seems the better opinion that under some conditions it is preferable to use finely ground limestone and under other conditions to use caustic or agricultural lime; that, for the most part, on worn-out lands in the first application of lime to correct acidity in the soil, caustic lime will be preferable; but that later, on the same land, after humus has been formed in the soil, ground limestone should be used. But whether these views be borne out by subsequent experiment or not, it is an undoubted fact that there is a general demand by the farmers of Virginia for transportation for ground limestone at a rate not prohibitive.

Second—It was shown that it was necessary to use of ground limestone a large amount per acre, probably one ton or more, in order to accomplish the desired result of making the farms of Virginia more productive, and particularly for the growing of leguminous plants; that ground limestone is a low grade article, costing at the factory about \$1.00 per ton, being in the class of gravel, sand, stone, and rubble, or iron ore, coke, coal, brick, mill cinder pyrites, nodulized iron and cement, which are all low grade commodities.

Third—Petitioners ask that rates corresponding with those fixed by Tariff No. 14932-C of the Norfolk and Western Railway, effective on the nineteenth day of August, 1912, be established by the several railroad companies defendant in this proceeding. This scale has been put into effect not only by the Norfolk and Western Railway, but by The Virginian Railway, the Carolina, Clinchfield and Ohio Railway, the Richmond, Fredericksburg and Potomac Railroad Company, The Chesapeake and Ohio Railway Company, the Washington Southern Railway Company and Washington and Old Dominion Railway Company, and, since the hearing of this case, by the Valley Railroad of Virginia and the Atlantic Coast Line Railway. This leaves the subsidiary lines operated by the Baltimore and Ohio Railway (with the exception of the Valley Railroad of Virginia), the Louisville and Nashville, the Norfolk Southern, the New York, Philadelphia and Norfolk Railroad Companies, the Southern Railway Company, the Danville and Western Railroad Company and the Seaboard Air Line Railway to be considered in this decision.

The Southern Railway and the Danville and Western Railway Companies expressly "admit that the use of ground limestone is profitable for the improving of the farm lands of the State." The other defendants last named neither admit nor deny this allegation. The Louisville and Nashville Railroad Company states that its intrastate business in Virginia is insignificant. The Southern Railway Company and all of said defendant railroads in substance insist that the rates adopted by the Norfolk and Western Railway Company if applied to their roads would not be fair and reasonable rates and would be unremunerative and confiscatory.

Petitioners contend that even though said rates on this particular article of ground limestone were below cost of transportation, it would be justified by the consideration that higher rates than the Norfolk and Western tariff would be prohibitive; that the production from the farms of Virginia would be greatly increased by the use of ground limestone and in the future the railroads would profit by transportation of such products carried on higher rates. Whether these contentions be true or not, it is not necessary for this Commission to decide the question at issue on any such ground, as will be shown later.

Fourth—The only question necessary to be considered is whether the rates named in the Norfolk and Western tariff if applied to said defendant railroad companies be reasonable and just. It is difficult, if not impossible, to ascertain the cost of transportation by any railroad of any one particular commodity. Railroads have made their rates largely as a result of experience in competition with other roads. Soon after this Commission was organized, our predecessors in office, upon a formal hearing, conducted a careful investigation of the railroad tariffs for freight rates then in effect in Virginia. After a hearing lasting about one year the existing tariffs were for the most part allowed to stand without change. The Virginia Classification adopted then by the Commission, modified by exception sheets, preserved substantially the rates in effect before said investigation was made.

Railroads are engaged in the business of transportation for profit, and it is to be presumed that in no case do they voluntarily transport commodities at a loss. If they did so, it would result in discrimination between shippers and localities, because they could only afford to do so by taxing unjustly other shippers or localities. .

We have made from the records of the Commission three tables, which are hereto attached and to be read as part of this opinion. The first paper, marked "Table A," shows that on the low grade commodities above named certain railroads of the State transport such commodities to meet competition at certain points on a basis of rates in all cases as low, and for the most part substantially lower than the rate per ton mile on ground limestone which has been put into effect by the Norfolk and Western Railway. This latter scale of rates approximates one-half cent (5 mills) per ton per mile. For short distances it is more than one-half cent per mile. Reference to said "Table A", comparing the rate per ton mile for equal distances, shows that the Seaboard Air Line Railway and Atlantic Coast Line Railroad carry stone, crushed rubble, twenty-three miles for 13.4 mills, same as the Norfolk and Western tariff on ground limestone; the Southern Railway, forty-six miles, carries iron ore at 4.85 mills per ton mile; The Richmond, Fredericksburg and Potomac and Washington Southern carry gravel fifty miles at 4 mills per ton mile, as against 8 mills under said Norfolk and Western tariff; the Virginia and Southwestern Railroad, coke, seventy-four miles, 6 mills, against 6.76 mills of said Norfolk and Western tariff; the Southern Railway, stone, crushed, eighty-two miles, 5.49 mills per ton mile, as against 6.59 per ton mile under said Norfolk and Western tariff; the Southern Railway, 140 miles, stone, crushed, 5.72 mills per ton mile, as against 6.07 mills per ton mile under said Norfolk and Western ground limestone rate, and so on through said "Table A," up to a distance of 200 miles and over. The Virginian Railway, stone, crushed, 3 mills per ton mile as against 5 mills on said Norfolk and Western ground

limestone rate; Southern Railway, brick, common, 225 miles, 4 mills per ton mile, against 5 mills per ton mile on said Norfolk and Western ground limestone rate.

The volume of business of the low grade commodities referred to is in some cases not very great. In other cases the volume is very large. The making of a low rate when the volume is small encourages the development of the business and an increase of volume. When the Norfolk and Western and the Chesapeake and Ohio Railways, (which now transport to Norfolk an immense quantity of coal, a distance of 375 miles, at 4 mills per ton per mile,) first began to haul coal the amount transported was comparatively small. With the fact admitted that the use of ground limestone is profitable for improving the farm lands of the State, and the further fact that ground limestone is now used in this State in appreciable quantities, there is reason for believing that in the near future the volume of business will be largely increased.

"Table B," hereto attached and to be read as a part of this opinion, is made up from the reports made by the several transportation companies to this Commission for the year ending June 30, 1912.

Comparing the Norfolk and Western Railway and the Chesapeake and Ohio Railway freight traffic with those of the Southern Railway, we find that the Norfolk and Western has 67.76% of the entire freight haul in its intrastate business products of mine and 9.58% products of forest, making of these two items 77.34%. The Chesapeake and Ohio 41.07% products of mines; 22.13% products of forest, making of these two items 63.20%. The Southern Railway carries products of mines 14.71%; products of forest 25.14%, making of these two items 39.85%. The gross earnings on freight by the Norfolk and Western on intrastate business is \$14,564 per mile of road, and net earnings \$6,620 per mile of road; gross earnings of Chesapeake and Ohio, \$11,858 per mile of road; net earnings \$6,079 per mile of road; Southern Railway gross earnings \$5,315 per mile of road; net earnings \$3,199 per mile of road. Comparing the same road on total earnings per mile, including passenger and miscellaneous business, we find Norfolk and Western gross earnings per mile \$17,716; C. and O. \$15,146; Southern Railway \$9,245; and net earnings, Norfolk and Western \$11,096; Chesapeake and Ohio \$9,067; Southern Railway \$6,046 per mile of road.

These figures clearly indicate that the roads which carry the largest percentage of low grade commodities, products of mines, at low rates, earn per mile, both of gross and net revenue, the largest amounts of money.

A comparison of the Norfolk and Western and Chesapeake and Ohio business with the business of the Atlantic Coast Line and Seaboard Air Line is not so instructive, because both the two latter roads carry products of the forest each 41.62% of their entire freight tonnage in Virginia. The rates for carrying products of the forest are higher relatively than the rates for transportation of products of mines.

Said reports from the several railroads do not separate operating expenses for passenger trains from the total operating expenses of the road, but it is well understood that on the Virginia lines there is no great margin of profit on passenger transportation.

The Danville and Western Railway carries of its entire intrastate business, products of mines 49.54%, and the Norfolk Southern carries of products of

the forest 49.34%, and New York, Philadelphia and Norfolk carries products of forest 57.47%.

"Table C" is a comparison of certain rates in effect on the Southern Railway in Virginia with the proposed rates on ground limestone. The comparisons are made of the average rates on agricultural lime from certain points at which kilns are located and mileage class rates on crushed granite, gravel and sand on the Washington, Danville and Richmond Divisions, and the mileage commodity rates in effect on the entire road in Virginia on building brick, common lumber and articles taking the same rates as common lumber.

It also estimates the earnings per car upon what seems to be a fair estimate of the average lading per car.

These tables "A," "B" and "C" have been made up with great care by our expert and embrace a greater variety of low grade commodities than the tables furnished at the hearing by the petitioners, and are therefore used in this opinion.

Upon the fair assumption that the rates voluntarily established by the railway companies upon the low grade commodities above referred to are fairly remunerative, we think it plainly appears from these comparisons that the proposed rates on ground limestone are neither confiscatory nor unreasonable, and, considering the case in all of its aspects, we are of the opinion that the proposed rates should be made effective, and the proper order making them effective will therefore be entered.

Commissioners PRENTIS and RHEA concur.

TABLE "A"

Comparison of Certain Rates (per ton and ton mile) on Low Grade Commodities, (Carload, with Rates (per ton and ton mile) on Ground Limestone, Carload, on Norfolk and Western Railway and Other Lines as Shown Below.

The rates named on Grod and Ohio Railway, Valley R. and Richmond, Fredericksburg and Potomac Railroad and Washington-Southern Railway, also on shipments from connecting lines by the adopted by Norfolk and Western Railway, The Virginian Railway, Carolina, Clinchfield by The Chesapeake and Ohio Railway, also on shipments from connecting lines by the

Tariff Reference	Article	DESCRIPTION.		RATE.		On N. & W. Ry. etc., for same distance on Ground Limestone for acid soil treatment C. L. Min. 60,000 lbs.
		From	To	Distance	Per ton Per ton Per ton 2,000 2,000 2,000 lbs. lbs. lbs.	
A. C. L. No. 600 and S. A. L. R. R. No. 3737	Gravel, C. L. Minimum 40,000 pounds..... Sand, C. L. Minimum 40,000 pounds.....	Richmond, Va..... Between Rich- mond and.....	Petersburg..... Petersburg.....	Over A. C. L. or S. A. L. 23 miles..... Over A. C. L. or S. A. L. 23 miles.....	\$ 30 30	Miles 13 04 13 04
" "	Stone, crushed rubble and paving. C. L. Minimum 40,000 pounds.....	Between Rich- mond and.....	Petersburg	Over A. C. L. or S. A. L. 23 miles.....	30	13 04
S. A. L. R. R. No. 3742	Stone, crushed or rubble, C. L. Minimum 40,000 pounds.....	Butterworth, Va.....	Richmond, Va.....	Over S. A. L. Ry. 40 miles.....	35	8 75
Sou. Ry. I. C. C. A-5500	Ore, iron, C. L. Minimum 100,800 lbs., or marked copy, of car if less.....	Pittaville, Va.....	Lynchburg, Va.....	Over Sou. Ry. 45 miles, 25 cts. per 2,240 pounds, or.....	22-3 10	4 85
Sup. 12 to R. F. & P. and W. S. Ry. I. C. C. No. 721	Gravel, C. L. Min. 60,000 pounds..... Sand, C. L. regardless of weight.....	Massaponax, Va..... Massaponax, Va.....	Alexandria, Va..... Alexandria, Va.....	Over R. F. & P. and W. S. Ry. 60 miles..... Over R. F. & P. and W. S. Ry. 60 miles..... Per car \$8.00, if 60 tons at.....	20 15	4 00 3 20
" "	Gravel, C. L. Minimum 80,000 pounds.....	Massaponax, Va.....	Richmond, Va.....	Over R. F. & P. 57 miles.....	20	3 50
					45	7 00

	Sand, C. L. regardless of weight	Massaponax, Va	Richmond, Va	Over R. F. & P. 57 miles Per car \$8.00, if 50 tons at	16	2.81	45	7.90
V. & S. W. Ry. R. I. No. 1575	Coke, for furnace use, C. L. Min. 30,000 pounds	Stonega, Va	Bristol, Va	Over V. & S. W. Ry. 74 miles	45	6.08	50	6.76
Sou. Ry. I. C. C. A No. 5500	Stone, crushed, C. L. Min. marked capacity of car, but not less than 40,000 lbs., on low side gondolas of marked capacity 30 tons, 28 tons	Hitchcock Mill, Va	Norfolk, West Norfolk, Pinners Pt	Over Sou. Ry. 82 miles	45	5.49	54	6.59
V. & S. W. Ry. R. I. No. 1575	Coke, for furnace use, C. L. Min. 30,000 pounds	Toms Creek, Va	Bristol, Va	Over V. & S. W. Ry. 93 miles	50	5.38	60	6.45
Sup. 84 C. & O. No. 13019	Stone, crushed, C. L. Min. 80,000 pounds, or marked capy. of car if less	Boscobel, Va	Norfolk, Va	Over C. & O. Ry. 104 miles	50	4.81	66	6.35
"	Brick, common building, C. L. Min. 10,000 to 16,000 brick, as per capacity of car	Deacon, Va	Richmond, Va	Over C. & O. Ry. 140 miles \$2.00 per 1,000 brick or	80	5.71	85	6.07
Sou. Ry. I. C. C. No. A-5500	Stone, crushed, C. L. Min. 60,000 pounds	Virgilina, Va	Suffolk, Va	Over Sou. Ry. 140 miles	80	5.72	85	6.07
"	Stone, crushed, C. L. Min. 60,000 pounds	16 stations on Southern Rwy. Main Line, Coveville to Winesap, Inc.	Alexandria, Va	Over Sou. Ry. average dis- tance 142 miles (Per 2,240 lbs., 60c, or	53-6-10	average 3.77	87½	6.62
"	Stone, crushed, C. L. Min. 80,000 pounds	Virgilina, Va	Norfolk, Va	Over Sou. Ry. 160 miles	80	5.00	90	5.63
"	Ore, iron, C. L. Min. 44,800 pounds	Pittsville, Va	Richmond, Va	Over Sou. Ry. 174 miles 55c per 2,240 lbs., or	40	2.82	95	5.46
Virginian Ry. No. 1552	Stone, crushed, C. L. Min. marked ca- pacity of car	Altavista, Va	Norfolk, Va	Over Virginian 200 miles	60	3.00	1 00	5.00
Sou. Ry. I. C. C. A-5550	Brick, common, C. L. Min. 10,000 brick	Between Rich- mond, South Richmond	and Suffolk, Va	Over Sou. Ry. 225 miles \$2.25 per 1,000 brick, or	90	4.00	1 12½	5.00
Sup. 84 to C. & O. Ry. No. 13019	Mill Cinder, Pyrites cinder and scale, C. L. Min. 67,200 lbs	Norfolk, Va	Reusens, Va	Over C. & O. Ry. 236 miles 85c per 2,240 lbs., or	76	3.22	1 20	5.00
Sou. Ry. I. C. C. No. A-5500	Brick, common building, C. L. Min. 9,000 or 10,000 brick, as per capacity of car	Between Rich- mond, South Richmond and	Norfolk, Portsmouth, Pinners Pt., West Norfolk	Over Sou. Ry. 243 miles \$1.90 per 1,000 brick, or	76	3.13	1 22½	5.04

TABLE "A"—CONTINUED.

Tariff Reference	DESCRIPTION.			RATE.				On N. & W. Ry. etc., for same distance on Ground Lime- stone for acid soil treatment C. L. Min. 60,000 lbs.
	Article	From	To	Distance	Per ton 2,000 lbs.	Per ton Mile	Per ton Per 2,000 lbs.	Per ton Mile
C. & O. Ry. No. 13553	Cement, C. L. Min. in bbls., 40,000 pounds, in sacks, 38,000 pounds	Fordwick, Va.	Norfolk, Va.	Over C. & O. Ry. 243 miles	1 25	5.14	1 22½	5.04
Sou. Ry. I. C. C. No. A-5500	Gravel and sand, C. L. Min. 30,000 pounds	Between Richmond, South Richmond and	(Norfolk, Portsmouth, Pinners Pt., West Norfolk	Over Sou. Ry. 243 miles	70	2.88	1 22½	5.04
"	Stone, crude flint, ground flint, ground lime, rubble or broken lime, stone screenings and stone spalls, C. L. Min. 40,000 pounds	Between Richmond, South Richmond and	(Norfolk, Portsmouth, Pinners Pt., West Norfolk	Over Sou. Ry. 243 miles	70	2.88	1 22½	5.04
Sup. 84 to C. & O. No. 13019	Nodulized iron, C. L., Min. 67,200 pounds	Port Norfolk	Goshen, Va.	Over C. & O. Ry. 253 miles \$1.25 per 2,240 lbs., or	1 12	4.43	1 27½	5.04
Sup. 4 to N. & W. No. 5164-F	Nodulized iron, C. L. Min. weight mark- ed capacity of car	Norfolk, Va.	Roanoke, Va.	Over N. & W. Ry. 258 miles 75c per 2,240 pounds, or	67	2.60	1 30	5.04
Sup. 84 to C. & O. No. 13019	Nodulized iron, C. L. Min. 67,200 pounds	Port Norfolk, Va.	Buena Vista, Va.	Over C. & O. Ry. 272 miles \$1.25 per 2,240 lbs., or	1 12	4.12	1 37½	5.06
Virginian Ry. No. 1526	Stone, crushed, C. L. Min. marked capac- ity of car	Sinking Creek, Va.	Norfolk, Va.	Over The Virginian Ry. 300 miles Per cubic yard (est. 2,400 lbs.) 90c, or	75	2.50	1 50	5.00

Sup. 81 to C. & O. No. 13019	Nodulised iron, C. L. Min. 67,200 pounds	Port Norfolk, Va.	Iron Gate, Va.	Over C. & O. Ry. 314 miles. \$1.25 per 2,240 pounds, or----	1 12	3.57	1 50	4.78
" "	Nodulised iron, C. L. Min. 67,200 pounds	Port Norfolk, Va.	Covington, Va.	Over C. & O. Ry. 329 miles \$1.25 per 2,240 pounds, or----	1 12	3.40	1 50	4.56
N. & W., C. & C. No. 3400	Coal, C. L. Min. 50,000 lbs. or actual weight if car fully loaded	Pocahontas, Va.	Norfolk, Va.	Over N. & W. Ry. 375 miles.	1 50	4.00	1 60	4.27
N. & W., C. & C. No. 3525	(Necessary to return cars to mines empty)	Pocahontas, Va.	Norfolk, Va (For delivery to vessel)	\$1.40 per 2,240 pounds, or	1 25	3.33	1 60	4.27
Spn. Ry. Rate Issue Number F-2729	Stone, crushed, exclusively for building public roads or highways in Virginia. C. L. Min. marked capacity of car, or actual weight if car fully loaded			20 miles and under	25	12.50	30	15.00
				30 and over 20 miles	30	10.00	30	10.00
				40 and over 30 miles	35	8.75	35	8.75
				50 and over 40 miles	40	8.00	40	8.00
				60 and over 50 miles	40	6.37	45	7.50
				70 and over 60 miles	45	6.43	47	6.71
				80 and over 70 miles	45	5.63	50	6.25
				90 and over 80 miles	50	5.56	54	6.00
				100 and over 90 miles	50	5.00	60	6.00
				110 and over 100 miles	55	5.00	66	6.00
				120 and over 110 miles	55	4.58	72	6.00
				130 and over 120 miles	60	4.62	78	6.00
				140 and over 130 miles	60	4.29	85	6.03
				150 and over 140 miles	60	4.00	87 ¹ / ₂	5.87

TABLE "B"

Comparison of Freight Traffic Movement and Earnings, Year Ended June 30, 1912, as reported by the Companies Respectively.

ITEM	Baltimore & Ohio Lines									
	Norfolk and Western Railway	The Chesapeake and Ohio Railway	Southern Railway	Atlantic Coast Line Railroad	Seaboard Air Line Railway	Danville and Western Railway	New York, Philadelphia and Norfolk Railroad	Norfolk Southern Railroad	Winchester and Strasburg Railroad	Winchester and Potomac Railroad
<i>Freight Traffic.</i>										
Virginia (including local and to and from connecting lines)	Virginia intrastate	Virginia intrastate	All freight in Virginia	All freight in Virginia	All freight in Virginia	Virginia intrastate	All freight in Virginia	Virginia intrastate	All freight in Virginia	All freight in Virginia
Products of Agriculture—tons	985,677	39,329	590,670	561,150	348,287	18,217	395,156	50,960	51,312	56,306
Per cent. of total	6.28%	3.56%	13.38%	17.87%	14.30%	12.29%	13.33%	16.44%	18.27%	18.42%
Products of Animals—tons	177,502	16,354	114,122	29,853	22,719	1,357	20,661	4,942	22,724	22,928
Per cent. of total	1.13%	1.48%	2.58%	.95%	.95%	.92%	.70%	1.58%	8.09%	7.50%
Products of Mines—tons	10,621,569	453,686	649,648	396,567	259,395	73,422	117,663	30,188	70,623	85,261
Per cent. of total	67.76%	41.07%	14.71%	12.63%	10.67%	49.54%	3.97%	9.76%	25.15%	27.89%
Products of Forests—tons	1,501,753	244,452	1,109,812	1,307,153	1,012,120	21,255	1,704,513	152,723	32,588	32,552
Per cent. of total	9.58%	22.13%	25.14%	41.62%	41.62%	14.34%	57.47%	49.34%	11.61%	10.65%
Manufactures—tons	2,124,568	230,792	970,232	471,223	567,095	18,721	607,157	60,465	73,473	71,879
Per cent. of total	13.57%	20.89%	21.98%	15.00%	23.31%	12.63%	20.47%	19.49%	26.17%	23.50%
Miscellaneous—tons	263,668	120,081	980,487	374,295	222,381	15,242	120,600	10,519	30,086	36,807
Per cent. of total	1.68%	10.87%	22.21%	11.93%	9.15%	10.28%	4.06%	3.39%	10.71%	12.04%
Total, Virginia—tons	15,674,737	1,104,694	4,414,971	3,140,241	2,431,997	148,214	2,965,750	309,806	280,806	305,733
<i>Entire Road.</i>										
(Including local and to and from connecting lines.)	Entire road	Entire road	Entire road	Entire road	Entire road	Entire road	Entire road	Entire road	Entire road	Entire road
Products of Agriculture—tons	1,171,874	1,154,856	3,142,489	1,903,271	1,456,749	20,062	434,946	271,400	51,312	61,016
Per cent. of total	3.99%	4.41%	11.55%	16.01%	15.49%	12.29%	13.18%	16.44%	18.27%	9.44%
Products of Animals—tons	215,210	190,375	317,550	106,299	112,192	1,495	23,263	26,315	22,724	23,642
Per cent. of total	.73%	.73%	1.17%	.89%	1.19%	.91%	.70%	1.58%	8.09%	3.66%

Products of Mines—tons.....	22,760,413	19,426,818	11,254,425	2,759,220	2,446,984	80,801	131,403	160,746	70,023	401,923
Per cent. of total.....	77.59%	74.31%	41.35%	23.22%	20.02%	49.54%	3.98%	9.76%	25.15%	62.16%
Products of Forests—tons.....	1,810,666	2,348,027	4,234,326	3,349,443	2,313,237	23,408	1,879,589	813,221	32,588	33,812
Per cent. of total.....	6.17%	8.97%	15.66%	28.18%	24.59%	14.34%	56.95%	49.34%	11.61%	5.23%
Manufactures—tons.....	3,026,420	1,867,518	4,713,998	2,761,139	2,428,598	20,618	661,620	321,960	73,473	79,958
Per cent. of total.....	10.32%	7.14%	17.32%	23.23%	25.81%	12.63%	20.05%	19.49%	26.17%	12.36%
Miscellaneous—tons.....	351,000	1,160,309	3,551,963	1,005,658	649,117	16,788	169,294	56,015	30,086	46,263
Per cent. of total.....	1.20%	4.44%	13.05%	8.47%	6.90%	10.29%	5.14%	3.39%	10.71%	7.15%
Total—entire road—tons.....	29,335,583	26,147,903	27,214,751	11,885,080	9,406,877	163,232	3,300,205	1,649,657	280,806	646,614
GROSS EARNINGS FROM OPERATION. All business in Virginia.										
Freight—per mile of road.....	\$ 14,564	\$ 11,858	\$ 5,315	\$ 13,821	\$ 9,752	\$ 2,680	\$ 18,638	\$ 3,602	\$ 4,461	\$ 4,119
Passenger—per mile of road.....	2,914	3,033	3,752	4,414	2,660	936	4,104	1,590	1,464	1,672
Miscellaneous—per mile of road.....	238	255	178	432	570	37	1,021	206	23	76
Total—per mile of road.....	\$ 17,716	\$ 15,146	\$ 9,245	\$ 18,667	\$ 12,982	\$ 3,653	\$ 23,763	\$ 5,398	\$ 5,948	\$ 5,867
Operating Expenses—Virginia.....	11,096	9,067	6,046	12,622	8,427	2,075	16,861	3,419	4,768	5,365
GROSS EARNINGS LESS OPERATING EX- PENSES. All business in Virginia.										
Per mile of road.....	\$ 6,620	\$ 6,079	\$ 3,199	\$ 6,045	\$ 4,555	\$ 1,578	\$ 6,902	\$ 1,979	\$ 1,180	\$ 502

110 and over 100 miles.....	.66	23 10	1.00	17 00	.78	35 10	.84	29 40	1.60	36 00
115 and over 110 miles.....	.72	25 20	1.15	19 55	.78	35 10	.88	30 80	1.60	36 00
120 and over 115 miles.....	.72	25 20	1.15	19 55	.78	35 10	.88	30 80	1.60	36 00
130 and over 120 miles.....	.78	27 30	1.15	19 55	.78	35 10	.92	32 20	1.70	38 25
140 and over 130 miles.....	.85	29 75	1.15	19 55	.84	37 80	.96	33 60	1.70	38 25
150 and over 140 miles.....	.87½	30 63	1.15	19 55	.90	40 50	1.00	35 00	1.80	40 50
160 and over 150 miles.....	.90	31 50	1.20	20 40	.93	41 85	1.02	36 70	1.80	40 50
170 and over 160 miles.....	.92½	32 38	1.25	21 25	.93	41 85	1.04	36 40	1.90	42 75
180 and over 170 miles.....	.95	33 25	1.30	22 10	.93	41 85	1.06	37 10	1.90	42 75
190 and over 180 miles.....	.97½	34 13	1.35	22 95	.96	43 20	1.08	37 80	2.00	45 00
200 and over 190 miles.....	1.00	35 00	1.40	23 80	.99	44 55	1.10	38 50	2.00	45 00
205 and over 200 miles.....	1.02½	35 88	1.45	24 65	1.02	45 90	1.14	39 90	2.00	45 00
210 and over 205 miles.....	1.05	36 75	1.45	24 65	1.02	45 90	1.14	39 90	2.00	45 00
215 and over 210 miles.....	1.07½	37 63	1.50	25 50	1.02	45 90	1.16	40 60	2.00	45 00
220 and over 215 miles.....	1.10	38 50	1.50	25 50	1.02	45 90	1.16	40 60	2.00	45 00
225 and over 220 miles.....	1.12½	39 38	1.55	26 35	1.05	47 25	1.20	42 00	2.00	45 00
230 and over 225 miles.....	1.15	40 25	1.55	26 35	1.05	47 25	1.20	42 00	2.00	45 00
235 and over 230 miles.....	1.17½	41 13	1.60	27 20	1.05	47 25	1.24	43 40	2.00	45 00
240 and over 235 miles.....	1.20	42 00	1.60	27 20	1.05	47 25	1.24	43 40	2.00	45 00
245 and over 240 miles.....	1.22½	42 88	1.65	28 05	1.08	48 60	1.28	44 80	2.00	45 00
250 and over 245 miles.....	1.25	43 75	1.65	28 05	1.08	48 60	1.28	44 80	2.00	45 00
255 and over 250 miles.....	1.27½	44 60	1.70	28 90	1.08	48 60	1.32	46 20	2.10	47 25
260 and over 255 miles.....	1.30	45 50	1.70	28 90	1.08	48 60	1.32	46 20	2.10	47 25
265 and over 260 miles.....	1.32½	46 38	1.75	29 75	1.11	49 95	1.36	47 60	2.20	49 50
270 and over 265 miles.....	1.35	47 15	1.75	29 75	1.11	49 95	1.36	47 60	2.20	49 50
275 and over 270 miles.....	1.37½	48 03	1.85	31 45	1.11	49 95	1.40	49 00	2.20	49 50
280 and over 275 miles.....	1.40	49 00	1.85	31 45	1.11	49 95	1.40	49 00	2.20	49 50
285 and over 280 miles.....	1.42½	49 88	*1.87	31 79	1.14	51 30	1.44	50 40	2.30	51 75
290 and over 285 miles.....	1.45	50 75	*1.91	32 47	1.14	51 30	1.44	50 40	2.30	51 75
295 and over 290 miles.....	1.47½	51 63	*1.91	32 47	1.14	51 30	1.48	51 80	2.30	51 75
300 and over 295 miles.....	1.50	52 50	*1.95	33 15	1.14	51 30	1.48	51 80	2.30	51 75
310 and over 300 miles.....	1.50	52 50	*2.03	34 51	1.17	52 65	1.52	53 20	2.40	54 00
320 and over 310 miles.....	1.50	52 50	*2.11	35 87	1.17	52 65	1.56	54 60	2.50	56 25
330 and over 320 miles.....	1.50	52 50	*2.15	36 55	1.20	54 00	1.60	56 00	2.60	58 50
340 and over 330 miles.....	1.50	52 50	*2.19	37 23	1.26	56 70	1.64	57 40	2.60	58 50
350 and over 340 miles.....	1.50	52 50	*2.19	37 23	1.26	56 70	1.68	58 80	2.60	58 50
360 and over 350 miles.....	1.50	52 50	*2.19	37 23	1.29	58 05	1.72	60 20	2.70	60 75
370 and over 360 miles.....	1.60	56 00	*2.19	37 23	1.29	58 05	1.76	61 60	2.70	60 75
375 and over 370 miles.....	1.60	56 00			1.29	58 06	1.80	63 00	2.80	63 00
380 and over 375 miles.....	1.60	56 00			1.38	62 10	1.80	63 00	2.80	63 00
390 and over 380 miles.....	1.60	56 00			1.38	62 10	1.84	64 40	2.80	63 00
400 and over 390 miles.....	1.60	56 00			1.38	62 10	1.88	65 80	2.80	63 00
410 and over 400 miles.....	1.60	56 00			1.44	64 80	1.88	67 20	2.90	65 25
420 and over 410 miles.....	1.60	56 00			1.44	64 80	1.92	67 20	2.90	65 25
425 and over 420 miles.....	1.60	56 00			1.44	64 80	1.96	68 60	2.90	65 25
430 and over 425 miles.....	1.60	56 00			1.44	64 80	1.96	68 60	2.90	65 25
440 and over 430 miles.....	1.60	56 00			1.44	64 80	1.96	68 60	2.90	65 25
450 and over 440 miles.....	1.60	56 00			1.44	64 80	1.96	68 60	2.90	65 25
460 and over 450 miles.....	1.60	56 00			1.47	66 15	2.00	70 00	3.00	67 50
470 and over 460 miles.....	1.60	56 00			1.47	66 15	2.04	71 40	3.00	67 50

*To stations on Southern Railway, Richmond Division, via Danville.

ORDER OF MAY 31, 1913.

This day came Southern Railway Company and filed its petition and motion for a rehearing in this proceeding. Whereupon it is considered that the said petitioner be, and is, hereby allowed fifteen days from this date in which to present such matters of law and fact arising under such petition and motion as it may be advised.

It is further ordered that as to Southern Railway Company the time for making the rates on ground limestone prescribed by the order of May 15, 1913, effective is hereby extended to June 15, 1913.

All other questions are reserved.

ORDER OF JUNE 3, 1913.

This day came Seaboard Air Line Railway and New York, Philadelphia and Norfolk Railroad Company and each filed its separate petition and motion for a rehearing in this proceeding. Whereupon it is considered that the said petitioners be, and they are, hereby allowed until the fifteenth day of June, 1913, to present such matters of law and fact arising under such petitions as they may be advised.

It is further ordered that as to the Seaboard Air Line Railway and the New York, Philadelphia and Norfolk Railroad Company the time for making the rates on ground limestone prescribed by the order of May 15, 1913, effective, is hereby extended to June 15, 1913.

All other questions are reserved.

ORDER OF JUNE 6, 1913.

This day came the Danville and Western Railway Company and filed its petition and motion for a rehearing in this proceeding. Whereupon it is considered that the petitioner be, and is, hereby allowed fifteen days from this date in which to present such matters of law and fact arising under such petition and motion as it may be advised.

It is further ordered that as to Danville and Western Railway Company the time for making the rates on ground limestone prescribed by the order of May 15, 1913, effective, is hereby extended to June 15, 1913.

All other questions are reserved.

ORDER OF JUNE 12, 1913.

This day came again the parties by their attorneys, and the evidence upon the issues raised by the separate petitions and motions for a rehearing in this proceeding filed by Southern Railway Company, Seaboard Air Line Railway, New York, Philadelphia and Norfolk Railroad Company and Danville and Western Railway Company, having been fully heard, and the arguments of counsel submitted, the Commission doth adjudge, prescribe and order as follows:

1. That the said motions for a rehearing be, and they are, hereby overruled, the prayers of the petitions are denied, and the said petitions for rehearing are dismissed.

2. That from and after the twelfth day of July, 1913, and after due publication according to law, the Southern Railway Company, Seaboard Air

Line Railway, New York, Philadelphia and Norfolk Railroad Company and the Danville and Western Railway Company each put into effect and observe the commodity mileage rates on ground limestone for acid soil treatment, carloads, minimum weight 60,000 pounds, prescribed by the order entered in this proceeding on the fifteenth day of May, 1913.

3. All other questions are reserved.

CASE No. 351.

Commonwealth of Virginia, at the relation of W. E. Wooldridge, J. R. Hamilton, E. F. Glover, E. E. Chism and W. L. Brown.

vs.

Norfolk and Western Railway Company.

Change of location of Evergreen station.

ORDER OF JANUARY 21, 1913. .

The petition of the Commonwealth of Virginia, at the relation of W. E. Wooldridge, J. R. Hamilton, E. F. Glover, E. E. Chism and W. L. Brown, against Norfolk and Western Railway Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock A. M., on Tuesday, the fourth day of February, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF FEBRUARY 7, 1913.

This day came the Norfolk and Western Railway Company and filed its answer to the petition.

ORDER OF MARCH 7, 1913.

This day came the parties by their attorneys, and the Commission having heard the evidence and the argument of counsel is of the opinion, and doth therefore decide that the Norfolk and Western Railway Company be, and is, hereby authorized to change the location of its present station at Evergreen in accordance with the plans filed with the record, and the consent to such change of location is hereby given by the Commission. It is further considered by the Commission that the prayer of the petition be denied, that the same be dismissed, and that this proceeding be removed from the docket.

CASE No. 352.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Pennington Coal Company, Incorporated.

Failure to make annual report.

ORDER OF FEBRUARY 3, 1913.

It being suggested that Pennington Coal Company, Incorporated, has failed to make the report required by Section 39 of Chapter V, of the act entitled, "An Act Concerning Corporations," which became a law on May 21, 1903, as amended by the act approved February 15, 1906, therefore, a rule is hereby awarded against the said corporation, returnable at the court room of the State Corporation Commission at Richmond, Virginia, at ten o'clock A. M., on Tuesday, the twenty-fifth day of February, 1913, requiring it to show cause, if any it can, why it should not be fined under that section for such its alleged failure.

ORDER OF MARCH 5, 1913.

The defendant, upon whom process has been duly served, came not, and the evidence having been submitted it is considered by the Commission that the Pennington Coal Company, Incorporated, render unto the Commonwealth of Virginia a fine of twenty-five (\$25.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of *fieri facias* issue therefor, according to law.

CASE No. 353.

Commonwealth of Virginia, at the relation of M. G. Sclater, C. B. Haden, J. E. Thomas and N. B. B. Hannah,

vs.

The Chesapeake and Ohio Railway Company, and Virginia Air Line Railway Company,

Side track facilities at Palmyra, Va.

ORDER OF FEBRUARY 3, 1913.

The petition of the Commonwealth of Virginia, at the relation of M. G. Sclater, C. B. Haden, J. E. Thomas and N. B. B. Hannah, against the Chesapeake and Ohio Railway Company and the Virginia Air Line Railway Company, having been this day filed, it is hereby ordered that the defendant corporations be summoned to appear and answer the same on or before ten o'clock A. M., on Wednesday, the nineteenth day of February, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition be forthwith served upon each of the said defendant corporations as a notice.

of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders, and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF MARCH 25, 1913.

This day came the respondents and filed their answer to the petition.

ORDER OF APRIL 8, 1913.

This day came the parties by their attorneys, and by consent this proceeding is continued generally.

CASE No. 354.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs.

Danville Furniture Company, Incorporated.

Failure to make annual report.

ORDER OF FEBRUARY 15, 1913.

It being suggested that Danville Furniture Company, Incorporated, has failed to make the report required by section 39 of chapter V, of the act entitled, "An Act Concerning Corporations," which became a law on May 21, 1903, as amended by the act approved February 15, 1906, therefore a rule is hereby awarded against the said corporation, returnable at the court room of the State Corporation Commission at Richmond, Virginia, at ten o'clock A. M., on Wednesday, the fifth day of March, 1913, requiring it to show cause, if any it can, why it should not be fined under that section for such its alleged failure.

ORDER OF MARCH 5, 1913.

This day came the defendant, upon whom process has been duly served, and filed its answer to the rule, and the evidence having been submitted it is considered by the Commission that the Danville Furniture Company, Incorporated, render unto the Commonwealth of Virginia a fine of twenty-five (\$25.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of *fieri facias* issue therefor, according to law.

CASE No. 355.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs.

Southern Railway Company,
Washington-Southern Railway Company.

Telegraph Road Crossing, Fairfax county.

ORDER OF MARCH 12, 1913.

It being suggested that the crossing of the highway at grade in the county of Fairfax, at the place known as Telegraph Road Crossing, by the Southern Railway Company and the Washington-Southern Railway Company is improper, inconvenient and dangerous to the public, and that in order to remove such inconvenience and danger it is necessary and proper that the said railway companies should be required to construct, maintain and operate their tracks above such highway instead of at grade; therefore, it is hereby ordered that the Southern Railway Company and the Washington-Southern Railway Company appear before the State Corporation Commission at its court room, in the city of Richmond, at ten o'clock A. M., on Wednesday, the second day of April, 1913, at which time and place the matter above referred to will be investigated, according to law, to the end that justice may be done; and that copies of this order be forthwith served upon the said Southern Railway Company and the Washington-Southern Railway Company as a notice of the suggestions herein contained, and of the purpose of the Commission to consider the same and to enter such rules, orders and requirements as may be just, and also as a writ or summons, according to law.

ORDER OF APRIL 23, 1913.

This day came the Southern Railway Company and Washington-Southern Railway Company and each filed its separate answer and cross petition to the order and summons issued in this proceeding on the twelfth day of March, 1913, praying that the county of Fairfax, and R. R. Buckley, Chairman, Thomas A. Williams, Franklin Williams, F. Pierce Reid and John S. Pearson, constituting the board of supervisors of said county, as its legal representatives thereof, be made defendants in this proceeding:

Therefore, it is hereby ordered that the county of Fairfax, and R. R. Buckley, Chairman, Thomas A. Williams, Franklin Williams, F. Pierce Reid and John S. Pearson, constituting the board of supervisors of said county, be summoned to appear before the State Corporation Commission at its court room in the city of Richmond, at ten o'clock A. M. on Wednesday, the seventh day of May, 1913, to answer such cross petitions of Southern Railway Company and Washington-Southern Railway Company as they may be advised.

ORDER OF MAY 14, 1913.

This day came the parties by their attorneys and the evidence having been fully heard and the argument submitted, the Commission takes time to consider of its judgment and the order to be entered herein.

ORDER OF OCTOBER 27, 1913.

This day came the parties by their attorneys, and the evidence having been fully heard and the argument of counsel submitted, the Commission is of the opinion, and doth therefore decide:

First—That the authorities of Fairfax county be not required to answer the cross petitions of the defendant companies.

Second—That the defendant companies be, and they are, hereby re-

quired to proceed at once to eliminate Telegraph Road grade crossing by constructing and substituting therefor an undergrade crossing as provided by blue print filed in the record marked "No. 1004, Washington-Southern Railway Proposed Undergrade Bridge at Telegraph Road Crossing, Fairfax county, Va.," with the following additional specifications and requirements:

(a) That a suitable wire screen covering be placed on top of the ties, extending from inside to inside of guard rail (or about nine feet in width on each track for its entire length) to prevent clinkers, etc., from the ash pans of engines and leakage from defective cars falling into the underpass, and provide open skylights between the tracks for light and ventilation;

(b) That the roadway or underpass should be paved for its entire length between the concrete walls with some good material, and that four catch basins properly protected by removable iron gratings should be constructed, one on each side of the north or west entrance, and one on each side of the south or east entrance, just at the end of the abutments, connecting same with the thirty inch iron drain pipe leading from the underpass and emptying into the overflow race situated about eight hundred feet south of the tracks, as shown on the blueprint.

All other questions are reserved.

OPINION—RHEA, COMMISSIONER.

This is a proceeding instituted by the State Corporation Commission against the Washington-Southern Railway Company and the Southern Railway Company on complaint of the authorities and citizens of Fairfax county to investigate the alleged dangerous situation where what is known as the Telegraph Road crosses at grade the tracks of the defendant companies in Fairfax county.

This action was taken on the part of the Commission after long correspondence and repeated efforts upon the part of the Commission and the authorities of Fairfax county to induce the said railroad companies to take such action as might be necessary to relieve the situation at said crossing.

The said railroad companies appeared and made answer to the said proceeding instituted by the Commission and practically admitted the necessity for the elimination of said grade crossing in clause five of said answers as follows: "That the defendant companies are willing that the said Telegraph Road be carried under their tracks as contemplated in the said order issued by this Honorable body on March 12, 1913, provided the expense of the same be divided equally between the said railroad companies on the one part and the county of Fairfax on the other part, as contemplated by the laws of Virginia."

For the purpose of making the authorities of Fairfax county parties to the proceeding the said defendant companies asked that their answers be taken as cross petitions against the authorities of Fairfax county and that they be required to appear and make answer to said cross petitions. On the day set for hearing the board of supervisors of Fairfax county appeared before the Commission by counsel and objected to its being made a party and required to answer in said proceeding upon the ground that the State Corporation Commission had no jurisdiction as against the board of supervisors of Fairfax county and could not enforce any order or orders it might make in said proceedings against the board of supervisors of Fairfax county, but

could only enforce such order or orders against the defendant companies as being public service corporations.

We are of opinion that the objection of the board of supervisors of Fairfax county should be sustained and that said county should not be required to answer said cross petitions.

The evidence of a number of witnesses was taken at the hearing as to the dangerous character of said Telegraph Road Crossing.

It appears that the Telegraph Road, which is a highway between Richmond and Alexandria, has been in existence for more than one hundred years and was there before the tracks of either of the defendant companies were built across it just outside of the city limits and south of the city of Alexandria, Virginia.

There are now seven railroad tracks of the defendant companies crossing said road at grade at the point in question.

There are four main line tracks, two owned by the Washington-Southern Railway Company and two by the Southern Railway Company. The other three tracks are used for the standing of cars and for switching purposes.

It appears that there are from two hundred to two hundred and fifty passenger and freight trains passing this crossing every day.

This crossing is frequently traveled by persons going in and out of Alexandria and accidents have occurred and others been narrowly averted, although there has been a day watchman there for several years, and said companies were required several months ago to put a night watchman there also.

But notwithstanding this the dangerous character of the crossing has not been eliminated.

It appears from the record that the Commission made a personal inspection of this crossing and this was done in the presence of the representatives of the two defendant companies.

From the record in this case and all the evidence before the Commission, we are clearly of opinion that said grade crossing should be eliminated, and that as early as practicable, there should be substituted therefor an undergrade crossing such as is shown on the blueprint filed in the record marked "No. 1004, Washington-Southern Railway Proposed Undergrade Bridge at Telegraph Road Crossing, Fairfax county, Va." with the following additions recommended by Burton Marye, civil engineer, in his report of date June 25, 1912, addressed to a member of this Commission, as follows, to-wit:

First—That a wire screen covering be placed on top of the ties, extending from inside to inside of guard rail (or about nine feet in width on each track for its length) to prevent clinkers, etc. from the ash pans of engines, leakage from defective cars, falling into the underpass, and provide upon skylights between the tracks for light and ventilation.

Second—That the roadway or underpass should be paved for its entire length between the concrete walls with some good material and that four catch basins properly protected by removable iron gratings should be constructed, one on each side of the north or west entrance and one on each side of the south or east entrance, just at the end of the abutments, connecting same with the thirty inch iron drain pipe leading from the underpass and emptying into the overflow race, situated about eight hundred feet south of the tracks, as shown on the blueprint.

The defendant companies contend in their answers that under clause

39 of chapter IV. of an act approved January 18th, 1904, that the county of Fairfax should be required to pay one-half the expense of constructing an underpass at said crossing. Whatever rights the defendant companies may have against the county of Fairfax for any part of the cost of making this improvement can not be asserted before this tribunal, for as stated heretofore, this Commission has no jurisdiction over the authorities of Fairfax county.

In clause 38 of said chapter IV of the Act Concerning Public Service Corporations, the policy of this State is declared to be against grade crossings of railroads and county highways, and certainly in a case like this where the evidence, in the judgment of the Commission, shows conclusively the dangerous character of the crossing in question, and the Commission having ample power under the Constitution and laws of this State to remedy this condition, it is its duty to do so, and leave the defendants to assert whatever claims they have a right to assert against the county of Fairfax, in the proper courts of the Commonwealth. An order will therefore be entered directing and requiring the defendant companies to proceed forthwith to construct an undergrade crossing, in accordance with this opinion, where their line crosses the Telegraph Road as aforesaid.

All other questions are reserved.

Commissioners PRENTIS and WINGFIELD concur.

ORDER OF NOVEMBER 25, 1913.

Upon the motion of the Southern Railway Company, which intends to appeal from the judgment and order entered herein on the 27th day of October, 1913, it is ordered that execution of such order be suspended for sixty (60) days.

ORDER OF DECEMBER 18, 1913.

Upon the motion of the Southern Railway Company, which intends to appeal from the judgment and order entered herein on the 27th day of October 1913, it is ordered that execution of such order be further suspended for thirty (30) days from December 26, 1913.

CASE No. 356.

Ex parte Virginia Steamship Company.

Petition to increase certain class and commodity rates by the Virginia Steamship Company between West Point and landings on Mattaponi river.

ORDER OF MARCH 19, 1913.

This day came Virginia Steamship Company and filed its petition praying for permission to advance certain class and commodity rates between West Point and landings on the Mattaponi river.

ORDER OF APRIL 22, 1913.

This day came Geo. F. Brooks, Jno. T. Barfoot, L. H. Phippens, B. H. Walker, Addison Clarke, W. T. Hurley, T. B. Wilson, B. C. Garrett, L. C. Walker, P. P. Dillard, W. H. Walker, Geo. Miller, Wm. Geo. Pollard and Thos. Cummings by their attorneys, and asked leave to intervene, which leave was granted. Whereupon, the evidence having been fully introduced and the argument of counsel submitted, the Commission doth hereby adjudge, prescribe and order as follows:

1. That from and after the fifteenth day of May, 1913, and after due publication according to law, the Virginia Steamship Company may put into effect and observe the following class and commodity rates for the intrastate transportation of property in Virginia:

Class Rates.

In Cents Per 100 Pounds.											Per bbl.	Per 100 lbs.		
Class. . .	1	2	3	4	5	6	A	B	C	D	E	F	H	K
Rate....	26	22	17	15	13	10	9	10	9	8	13	18	15	7
Governed by Virginia Classification.														

Commodity Rates.

	Rate.
Barrels, flour or fish, empty, each.....	5 cents.
Bran, per 100 pounds.....	Class rate.
Coal, in bags, per ton of 2,000 pounds.....	\$1 50
Fertilizer, any quantity, per ton of 2,000 lbs.....	\$1 20
Grain, viz.:	
Corn, shelled, in bags, per 100 pounds.....	7 cents.
Rye, in bags, per 100 pounds.....	7 cents.
Wheat, in bags, per 100 pounds.....	7 cents.
Grain, other than Corn (shelled), Rye and Wheat, per 100 pounds.....	Class rate.
Hay, less than carload:	
In bales, lots of less than 10,000 lbs., per ton of 2,000 pounds..	\$2 00
In bales, lots of 10,000 lbs. or more, per ton of 2,000 pounds..	\$1 75
Hay, carload, minimum weight 20,000 pounds, per 100 pounds...	Class rate.
Iron Articles, rated sixth class in Virginia Classification under heading "Iron and Steel Articles," also articles enumerated as "Special Iron Articles," in Virginia Classification, per 100 pounds.....	9 cents.
Lumber, rough or dressed, per 100 pounds.....	8 cents.
Live Stock, viz.:	
Cattle, each.....	\$1 25
Calves, each.....	50
Oil, viz.:	
Petroleum and its products, in barrels, per barrel.....	30 cents.
Salt, per 100 pounds.....	8 cents.
Shipstuff, per 100 pounds.....	Class rate.

Vegetables, viz.:

Potatoes, in bags..... Class rate.

Vehicles, viz.:

Buggies, knocked down, crated, each..... \$1 00

2. All other commodity rates heretofore in force shall remain effective except such of them as are in conflict with rule 16 of Virginia Classification.

On and after that date it shall be unlawful for the said the Virginia Steamship Company to charge and collect greater rates than are allowed or prescribed by this order, or than is hereafter allowed or prescribed by the State Corporation Commission.

CASE No. 357.

Directing suit in equity for the appointment of a receiver for

Tidewater Bank of Virginia, Incorporated, located at Reedville, Northumberland County, Va.

ORDER OF APRIL 3, 1913.

It appearing that the Tidewater Bank of Virginia, Incorporated, is failing to meet its obligations and the legal demands upon it in the ordinary course of business, and that in the judgment of the Commission it is necessary for the protection of the interests of the depositors and creditors of the said Tidewater Bank of Virginia, Incorporated, Reedville, Northumberland county, Virginia, and the Commission being of opinion that application should be made to the court having jurisdiction for the appointment of a receiver to take charge of the business affairs and assets of said institution, and to wind up its affairs; it is therefore ordered that C. Harding Walker, an attorney at law, proceed forthwith, in the name of the State Corporation Commission, to institute a suit in equity in the Circuit Court of Northumberland county for the appointment of such receiver, in accordance with the statute in such case made and provided.

CASE No. 358.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs.

Seaboard Air Line Railway, and
Southern Railway Company.

Physical connection at LaCrosse, Va.

ORDER OF APRIL 3, 1913.

It being suggested that in the public interest there should be a physical connection made between the tracks of the Seaboard Air Line Railway and of the Southern Railway Company at LaCrosse, Virginia; therefore, it is hereby ordered that the Seaboard Air Line Railway and the Southern Railway Company appear before the State Corporation Commission at its court room, in

the city of Richmond, Virginia, at ten (10:00) o'clock A. M., on Wednesday, the sixteenth day of April, 1913, at which time and place the matter above referred to will be investigated, according to law, to the end that justice may be done; and that copies of this order be forthwith served upon the said Seaboard Air Line Railway and Southern Railway Company as a notice of the suggestions herein contained, and of the purpose of the Commission to consider the same and to enter such rules, orders and requirements as may be just, and also as a writ or summons, according to law.

ORDER OF MAY 8, 1913.

This day came the parties by their attorneys, and thereupon the Seaboard Air Line Railway filed its separate motion to dismiss these proceedings and quash the notice heretofore served on it. Whereupon, the evidence having been fully heard and the argument of counsel submitted the Commission is of the opinion, and doth therefore decide, that, in order to afford reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for receiving, forwarding and delivering of passengers and property to and from their several lines, and those connecting therewith, the defendant companies should construct, maintain and operate a physical connection between their lines of railroad track at LaCrosse, in the county of Mecklenburg, Virginia, so as to enable them properly to discharge their public duties, under the laws of this Commonwealth. Therefore, it is considered by the Commission that said defendant companies do, within ten days from this date, submit to the Commission proper plans for the making of the physical connection between their lines of railway which is hereby ordered and required.

CASE No. 359.

In the matter of the appeal of Modern Workmen of the World from the Commissioner of Insurance.

ORDER OF APRIL 15, 1913.

This day came Modern Workmen of the World, by its attorneys, and filed its petition and appeal from the action of the Commissioner of Insurance in declining to license the said order or society as a fraternal beneficiary association, under section 7 of chapter V of the act creating the Bureau of Insurance, as amended by the act approved March 12, 1908. Whereupon, it is ordered that the Commissioner of Insurance answer the said petition within five days from this date.

ORDER OF APRIL 16, 1913.

This day came the Commissioner of Insurance and filed his answer to the petition and appeal.

ORDER OF APRIL 30, 1913.

This day came again the parties by their attorneys, and the evidence

having been fully heard and the argument of counsel submitted, the Commission takes time to consider of its judgment and the order to be entered herein.

ORDER OF MAY 13, 1913.

This day came again the parties by their attorneys, and the evidence having been fully heard and the argument of counsel submitted, the Commission is of the opinion and doth therefore decide that the Modern Workmen of the World is not a fraternal beneficial association, order or society having a representative form of government, within the true intent, purpose and meaning of section 1 of chapter V of the act entitled "An act concerning the Bureau of Insurance, and insurance, guaranty, trust, indemnity, fidelity, security, and fraternal benefit companies, associations, societies, and orders, and imposing penalties for its violation," approved March 9, 1906.

Therefore, it is considered by the Commission that the action of the Commissioner of Insurance in declining to license the said order as a fraternal beneficial association under section 7 of the said act is ratified, approved and confirmed, and such license is hereby refused, and the petition for appeal is dismissed.

CASE No. 360.

Commonwealth of Virginia, at the relation of H. J. Glass and Others,
vs.
The Virginian Railway Company.

Station Facilities at Melrose, Campbell County, Va.

ORDER OF APRIL 23, 1913.

The petition of the Commonwealth of Virginia, at the relation of H. J. Glass and others, against The Virginian Railway Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock A. M., on Wednesday, the seventh day of May, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF MAY 6, 1913.

This day came The Virginian Railway Company and filed its answer to the petition.

ORDER OF JUNE 26, 1913.

This day came the parties by their attorneys, and the evidence having been fully heard and the argument of counsel submitted, the Commission is

of the opinion and doth therefore decide that in order to properly discharge its public duties and to afford reasonable and proper station facilities at Melrose, in Campbell county, Virginia, it is the duty of the defendant company to build a new freight and passenger station at that place. Therefore, it is considered by the Commission that the defendant company do, within twenty (20) days from this date, submit to the Commission for its approval, proper plans for such improvement of its freight and passenger facilities at Melrose Station.

All other questions are reserved.

CASE No. 361.

Commonwealth of Virginia, at the relation of Adams Bros. Paynes Company,

vs.

The Chesapeake and Ohio Railway Company.

Rate on cement, Fordwick, Va. to Lynchburg, Va.

ORDER OF APRIL 24, 1913.

The petition of the Commonwealth of Virginia, at the relation of Adams Bros. Paynes Company, against The Chesapeake and Ohio Railway Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock A. M., on Tuesday, the thirteenth day of May, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF MAY, 13, 1913.

This day came The Chesapeake and Ohio Railway Company and filed its answer to the petition.

ORDER OF MAY 15, 1913.

Upon motion of the petitioner, by its attorneys, this proceeding is dismissed.

CASE No. 362.

Ex parte Norfolk-Southern Railroad Company.

In the matter of the application of the Norfolk-Southern Railroad Company to increase its passenger rates upon its electric division.

ORDER OF MAY 6, 1913.

This day came Norfolk-Southern Railroad Company and filed its petition in writing for leave to increase certain passenger rates over its electric division. Whereupon the town of Virginia Beach filed its petition and asked to be allowed to intervene and oppose such application, and, accordingly the town of Virginia Beach is hereby made a party to this proceeding. Thereupon, the evidence having been partly submitted the proceeding is continued, with leave to the Norfolk-Southern Railroad Company to file its answer to the petition of the town of Virginia Beach within four days from this date.

ORDER OF MAY 10, 1913.

This day came the Norfolk-Southern Railroad Company and filed its answer to the petition of the town of Virginia Beach.

ORDER OF MAY 20, 1913.

This day came again the parties by their attorneys, and the evidence having been fully heard and the argument of counsel submitted, the Commission takes time to consider of its judgment and the order to be entered herein.

ORDER OF JUNE 5, 1913.

The Commission having maturely considered the evidence and the argument of counsel doth adjudge, prescribe and order as follows:

1. That from and after the fifteenth day of June, 1913, and after due publication according to law, the Norfolk-Southern Railroad Company may put into effect for local travel upon its electric division a general passenger rate of five cents (5c) per passenger for each zone or part of a zone traveled.

Zones.

2. The division of the lines into zones shall be as follows:

South Route.

- 1st zone, from Norfolk to Ingleside, inclusive.....4.7 miles
- 2nd zone, from Ingleside to Euclid, inclusive.....4.3 “
- 3rd zone, from Euclid to Lynnhaven, inclusive.....4.9 “
- 4th zone, from Lynnhaven to Casino, Virginia Beach, inclusive....7.0 “

North Route.

- 1st zone, from Norfolk to Fox Hall, inclusive.....4.3 miles.
- 2nd zone, from Fox Hall to Lake Smith, inclusive.....4.1 “
- 3rd zone, from Lake Smith to Lynnhaven Inlet, inclusive.....4.5 “
- 4th zone, from Lynnhaven Inlet to Life Saving Station No. 1 Cape Henry, inclusive.....5.5 “
- 5th zone, from Life Saving Station No. 1 to Pavilion, Virginia Beach, inclusive.....5.9 “

Commutation Tickets.

3. There shall be a commutation ticket containing two hundred (200) zone coupons, good over all the zones of either route for four months from the date of sale, which shall be sold for eight dollars (\$8.00). There shall also be a commutation ticket containing one hundred (100) zone coupons, good only over the first and second zones of both the North Route and South Route for four months from the date of sale, which shall be sold for four dollars (\$4.00), to be printed on paper or card board of a different color from the coupons of the eight dollar commutation ticket. Each of these commutation tickets to be issued under the following conditions:

In the name of one person, whose name shall be written in the cover of the book at the time of issuance. The coupons will be accepted on the trains for any number of persons, provided, however, that the coupons will not be thus accepted unless presented by the person in whose name the book is issued, and they must be detached by the conductor. If less than four-fifths (4-5ths) of the coupons are used within four months from the date of issuance the unused portion must be redeemed by the company, crediting the owner with the original cost of the book and charging him with the coupons used on the basis of five cents (5c) for each of the used coupons. If four-fifths (4-5ths) or more of the coupons have been used the book must be returned to the company after the expiration of such four months, and the coupons cancelled and shall have no redemption value.

Baggage.

4. Baggage may be charged for at twenty cents (20c) for each piece checked in addition to such regular fare. Single pieces weighing more than two hundred and fifty (250) pounds may be refused.

Special Car Rates.

5. The company may charge the following special car rates:

<i>Distance one way.</i>	<i>Charge for round-trip.</i>
10 miles and under.....	\$15.00
15 and over 10 miles.....	22.50
20 and over 15 miles.....	30.00
30 and over 20 miles.....	35.00

Cash Fares.

6. Whenever cash fares are paid on the car the rate shall be ten cents (10c) for each zone traveled. The conductor shall give the traveler one cash fare receipt for the total amount paid on any single trip, and the company shall redeem such receipt upon presentation of the same at any ticket office of the company by the payment of five cents (5c). Upon request of the passenger who has paid a cash zone fare a reasonable opportunity shall be afforded to purchase tickets at the first station at which the car is scheduled to stop, and this regulation shall be kept posted in each passenger car.

The "package rates" now in effect may be maintained.

School Tickets.

7. School tickets between Virginia Beach or Cape Henry and Norfolk, good for forty-six (46) trips, must be sold at three dollars and forty-five cents (\$3.45), upon the same terms and conditions as are now effective.

Interline Travel.

8. The present rate of two cents (2c) per mile per passenger for interline travel, carrying with it the privilege of checking baggage under the usual conditions, may be maintained.

CASE No. 363.

Commonwealth of Virginia, at the relation of the City of Richmond, a municipal corporation.

vs.

Atlantic Coast Line Railroad Company.

In the matter of the petition of the city of Richmond asking permission to condemn certain property of the Atlantic Coast Line Railroad Company.

ORDER OF MAY 19, 1913.

The petition of the Commonwealth of Virginia, at the relation of the city of Richmond, a municipal corporation, against the Atlantic Coast Line Railroad Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock A. M., on Wednesday, the fourth day of June, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF JUNE 4, 1913.

This day came the petitioner by its attorney, the defendant not appearing, and the case being submitted, the Commission is of the opinion and doth therefore decide, that the city of Richmond is not required by section 52, of chapter V, of the Act Concerning Corporations, (Pollard's Code, section 1105e, clause 52) as a condition precedent to the institution of condemnation proceedings to take the property of the defendant company for public use, to obtain from this Commission a certificate "that a public necessity or an essential public convenience shall so require," and this Commission has no jurisdiction to grant such certificate.

Therefore, it is considered by the Commission that the prayer of the petition be denied, and that the petition be, and is, hereby dismissed.

CASE No. 364.

CITY OF RICHMOND, May 20, 1913.

A rule is hereby awarded against

Hammett Fire Proofing Company,

a corporation chartered under the laws of some other jurisdiction than of the Commonwealth of Virginia, and designated as a foreign corporation, returnable at the court room of the State Corporation Commission, in the Capitol Building in the city of Richmond, Virginia, at ten o'clock A. M., on Thursday, the fifth day of June, 1913, requiring it to show cause, if any it can, why it should not be fined under section 1105 of the Code of Virginia, as amended, for transacting business in this State without first obtaining the certificate of authority provided for in section 1104 of the Code of Virginia, as amended.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)

Hammett Fire Proofing Company.

ORDER OF JUNE 5, 1913.

It is ordered that the rule awarded against Hammett Fire Proofing Company on the twentieth day of May, 1913, be dismissed at the cost of the defendant.

CASE No. 365.

Commonwealth of Virginia, at the relation of the Town of South Boston,
vs.

Southern Railway Company.

Station facilities at South Boston.

ORDER OF JUNE 16, 1913.

The petition of the Commonwealth of Virginia, at the relation of the town of South Boston, against the Southern Railway Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock A. M., on Tuesday, the first day of July, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF JULY 8, 1913.

This day came the Southern Railway Company and filed its answer to the petition.

ORDER OF JULY 15, 1913.

This day came the parties by their attorneys, and the evidence having been fully heard and the arguments of counsel submitted, the Commission takes time to consider of its judgment and the order to be entered in this proceeding.

CASE No. 366.

Commonwealth of Virginia, at the relation of Darby Coal Mining Company, a corporation; Old Virginia Coal Company, a corporation; Black Mountain Mining Company, Incorporated; Bondurant Coal and Coke Company, Incorporated, and C. W. Bondurant,

vs.

*Norfolk and Western Railway Company,
Virginia and Southwestern Railway Company.*

Rates on coal from mines on Virginia and Southwestern Railway to stations on Norfolk and Western Railway in Virginia via Bristol.

ORDER OF JULY 1, 1913.

The petition of the Commonwealth of Virginia, at the relation of Darby Coal Mining Company, a corporation, Old Virginia Coal Company, a corporation, Black Mountain Mining Company, Incorporated, Bondurant Coal and Coke Company, Incorporated, and C. W. Bondurant, against the Norfolk and Western Railway Company and the Virginia and Southwestern Railway Company, having been this day filed, it is hereby ordered that the defendant corporations be summoned to appear and answer the same on or before ten o'clock A. M., on Tuesday, the fifteenth day of July, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon each of the said defendant corporations as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF JULY 18, 1913.

This day came Norfolk and Western Railway Company and filed its answer to the petition.

ORDER OF JULY 18, 1913.

This day came Virginia and Southwestern Railway Company and filed its answer to the petition.

ORDER OF SEPTEMBER 25, 1913.

This day came again the parties by their attorneys, and the evidence having been fully submitted the proceeding is continued, with leave to the petitioners to file a brief of argument on or before October 15th, and to the defendants to reply thereto on or before November 1st next.

ORDER OF DECEMBER 24, 1913.

The Commission having maturely considered the evidence and the argument of counsel, doth adjudge, prescribe and order that from and after the fifteenth day of January, 1914, after due publication according to law, the Virginia and Southwestern Railway Company and the Norfolk and Western Railway Company put into effect and observe rates on coal, carload lots, from St. Charles to points on the Norfolk and Western Railway via Bristol in accordance with the following schedule:

Rates on coal, carload minimum weight 50,000 pounds, or actual weight when car is loaded to full visible capacity.

To	Rate per ton of 2,000 lbs.
Wallace, Va.	\$1 05
Wyndale, Va.	1 05
Abingdon, Va.	1 10
McConnell, Va.	1 10
Meadow View, Va.	1 10
Emory, Va.	1 10
Glade Spring, Va.	1 15
Snapp, Va.	1 15
Plasterco, Va., Branch.	1 15
Saltville, Va., Branch.	1 15
Chilhowie, Va.	1 15
Seven Mile Ford, Va.	1 15
Copenhaver, Va.	1 15
Marion, Va.	1 15
Mount Carmel, Va.	1 15
Atkins, Va.	1 15
Groseclose, Va.	1 15
Rural Retreat, Va.	1 15
Crockett, Va.	1 15
Grubb, Va.	1 15
Wytheville, Va.	1 15
Kent, Va.	1 20
Max Meadows, Va.	1 20
Summit, Va.	1 25
Kelley, Va.	1 25
Pulaski, Va.	1 25
Dublin, Va.	1 35
New River, Va.	1 35
East Radford, Va.	1 35
Walton, Va.	1 35
Vicker, Va.	1 45
Christiansburg, Va.	1 45
Merrimac, Va., Branch.	1 45
Blacksburg, Va., Branch.	1 45
Houchins, Va.	1 45
Montgomery, Va.	1 45
Shawsville, Va.	1 45
Elliston, Va.	1 45

To	Rate per ton of 2,000 lbs.
Singer, Va.....	\$1 45
Glenvar, Va.....	1 45
Pierpont, Va.....	1 45
Salem, Va.....	1 45
Roanoke, Va.....	1 45
McAdams, Va.....	1 30
Draper, Va.....	1 30
Delton, Va.....	1 30
Hiawassa, Va.....	1 30
Allisonia, Va.....	1 30
Rustin, Va.....	1 30
Osborne, Va.....	1 30
Ardway, Va.....	1 30
Barren Springs, Va.....	1 30
Carter, Va.....	1 30
Bertha, Va.....	1 30
Foster Falls, Va.....	1 30
Indian Camp, Va.....	1 30
Austinville, Va.....	1 30
Eagle, Va.....	1 30
Cripple Creek, Va.....	1 30
Porter, Va.....	1 30
Speedwell, Va.....	1 30
Ivanhoe, Va.....	1 30
Grayson, Va.....	1 30
Fries, Va.....	1 30
Chestnut Yard, Va.....	1 30
Blair, Va.....	1 30
Galax, Va.....	1 30
Rich Hill, Va.....	1 30
Kayoulah, Va.....	1 30
Limestone, Va.....	1 30
Lucas, Va.....	1 30
Tipton, Va.....	1 30
Betty Baker, Va.....	1 30

CASE No. 367.

CITY OF RICHMOND, *June 26, 1913.*

A rule is hereby awarded against

National Fire Proofing Company,

a corporation chartered under the laws of some other jurisdiction than of the Commonwealth of Virginia, and designated as a foreign corporation, returnable at the court room of the State Corporation Commission, in the Capitol Building in the city of Richmond, Virginia, at ten o'clock A. M., on Tuesday,

the eight day of July, 1913, requiring it to show cause, if any it can, why it should not be fined under section 1105 of the Code of Virginia, as amended, for transacting business in this State without first obtaining the certificate of authority provided for in section 1104 of the Code of Virginia, as amended.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
National Fire Proofing Company.

ORDER OF JULY 8, 1913.

At the request of counsel for the defendant corporation this case is continued generally.

ORDER OF DECEMBER 13, 1913.

It is ordered that the rule awarded against National Fire Proofing Company on the 26th day of June, 1913, be dismissed at the cost of the defendant corporation.

CASE No. 368.

Ex parte Interstate Railroad Company.

In the matter of the application of the Interstate Railroad Company to increase certain rates on lumber.

ORDER OF JULY 2, 1913.

Upon the application of the Interstate Railroad Company, and for reasons deemed sufficient by the Commission, leave is hereby given it to increase its rates on lumber from Arno, Roda and Stonega to Crossbrook, and from Crossbrook to Appalachia from two dollars and fifty cents (\$2.50) to five dollars (\$5.00) per car.

CASE No. 369.

Ex parte Maryland, Delaware and Virginia Railway Company.

In the matter of the application of the Maryland, Delaware and Virginia Railway Company for leave to change location of wharf at Leedstown.

ORDER OF AUGUST 11, 1913.

Upon the application of the Maryland, Delaware and Virginia Railway Company leave is given it to change the location of its wharf at Leedstown and rebuild the same on the land now belonging to Mrs. T. L. Taylor, about fourteen hundred (1400) feet, more or less, below the present site.

CASE No. 370.

Directing suit in equity for the appointment of a receiver, for
Commonwealth Bank, Incorporated, located at Richmond, Va.

ORDER OF AUGUST 29, 1913.

It appearing from the report filed by C. C. Barksdale, Chief Examiner of Banks, of an examination of said bank by John A. Booker and Roger S. Warren, assistant examiners of banks, made by them August 2, 1913, and the further statement made this date by said C. C. Barksdale, Chief Examiner of Banks, as to the condition of Commonwealth Bank, Incorporated, and in pursuance of his request, and it appearing from said report and said statement that the banking laws of this State are not being fully observed; that irregularities are being practiced; that the capital of said bank has been, or is in danger of being impaired; and, therefore, in the judgment of the Commission it is necessary for the protection of the interests of the depositors and creditors of the said Commonwealth Bank, Incorporated, located at Richmond, Va., and the Commission being of opinion that application should be made to the court having jurisdiction for the appointment of a receiver to take charge of the business affairs and assets of said institution and to wind up its affairs;

It is therefore ordered that J. R. Tucker, Jr., an attorney at law, proceed forthwith, in the name of the State Corporation Commission, to institute a suit in equity in the chancery court of the city of Richmond, or in any court having jurisdiction in the premises, for the appointment of such receiver, in accordance with the statute in such case made and provided.

CASE No. 371.

CITY OF RICHMOND, September 23, 1913.

A rule is hereby awarded against Cornett Light and Power Company, returnable at the court room of the State Corporation Commission in the Capitol Building, city of Richmond, Virginia, at ten o'clock A. M., on Wednesday, the fifth day of November, 1913, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1913.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Cornett Light and Power Company.

ORDER OF NOVEMBER 5, 1913.

It appearing to the Commission that the charter of the Cornett Light and Power Company is about to be revoked and annulled it is ordered that the rule awarded against the said Cornett Light and Power Company on the twenty-third day of September, 1913, be dismissed.

CASE No. 373.

CITY OF RICHMOND, September 23, 1913.

A rule is hereby awarded against Pennington Light Company, Incorporated, returnable at the court room of the State Corporation Commission in the Capitol Building, city of Richmond, Virginia, at ten o'clock A. M., on Wednesday, the fifth day of November, 1913, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1913.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
 vs. (Rule)
Pennington Light Company, Incorporated.

ORDER OF NOVEMBER 5, 1913.

The defendant corporation, upon whom process has been duly served, came not, and it appearing that the required report has not yet been filed, therefore, it is considered by the Commission that the Pennington Light Company, Incorporated, render unto the Commonwealth of Virginia a fine of twenty-five (\$25.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty (60) days from this date that execution of *fieri facias* issue therefor, according to law.

CASE No. 374.

CITY OF RICHMOND, September 23, 1913.

A rule is hereby awarded against Petersburg Aqueduct Company, returnable at the court room of the State Corporation Commission in the Capitol Building, city of Richmond, Virginia, at ten o'clock A. M., on Wednesday, the fifth day of November, 1913, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1913.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
 vs. (Rule)
Petersburg Aqueduct Company.

ORDER OF NOVEMBER 5, 1913.

It is ordered that the rule awarded against Petersburg Aqueduct Company on the twenty-third day of September, 1913, be dismissed at the cost of the defendant.

CASE No. 375.

CITY OF RICHMOND, *September 23, 1913.*

A rule is hereby awarded against St. Paul Water Company, returnable at the court room of the State Corporation Commission, in the Capitol Building, city of Richmond, Virginia, at ten o'clock A. M., on Wednesday the fifth day of November, 1913, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1913.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Saint Paul Water Company.

ORDER OF NOVEMBER 5, 1913.

The defendant corporation, upon whom process has been duly served, came not, and it appearing that the required report has not yet been filed, therefore, it is considered by the Commission that the Saint Paul Water Company render unto the Commonwealth of Virginia a fine of twenty-five (\$25.00) dollars and costs incident to this proceeding, and unless the same shall be paid to the clerk of the Commission within sixty days from this date that execution of *fieri facias* issue therefor, according to law.

CASE No. 376.

CITY OF RICHMOND, *September 23, 1913.*

A rule is hereby awarded against Staunton Falls Company, returnable at the court room of the State Corporation Commission in the Capitol Building, city of Richmond, Virginia, at ten o'clock A. M., on Wednesday, the fifth day of November, 1913, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies and gas companies to pay a franchise tax, a property tax, and to furnish certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1913.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Staunton Falls Company.

ORDER OF NOVEMBER 5, 1913.

It is ordered that the rule awarded against Staunton Falls Company on the twenty-third day of September, 1913, be dismissed at the cost of the defendant.

CASE No. 377.

CITY OF RICHMOND, *September 23, 1913.*

A rule is hereby awarded against West Point Water, Light and Power Company, returnable at the court room of the State Corporation Commission in the Capitol Building, city of Richmond, Virginia, at ten o'clock A. M., on Wednesday, the fifth day of November, 1913, requiring it to show cause, if any it can, why it should not be fined under the act entitled, "An act to require all water companies, heat, light and power companies to pay a franchise tax, a property tax, and to make certain reports to the State Corporation Commission," approved February 26, 1910, for failure to make the report required under the said act for the year ending June 30, 1913.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
West Point Water, Light and Power Company.

ORDER OF NOVEMBER 5, 1913.

It is ordered that the rule awarded against West Point Water, Light and Power Company on the twenty-third day of September, 1913, be dismissed at the cost of the defendant.

CASE No. 378.

CITY OF RICHMOND, *September 23, 1913.*

A rule is hereby awarded against Holland Telephone Corporation, returnable at the court room of the State Corporation Commission, Capitol Building, city of Richmond, Virginia, at ten o'clock A. M., on Wednesday, the fifth day of November, 1913, requiring it to show cause, if any it can, why it should not be fined under section 144 of the act entitled, "An act to raise revenue for the support of the government and public free schools and to pay the interest on the public debt and to provide a special tax for pensions, as authorized by section 189 of the Constitution," approved April 16, 1903, for failure to make the report required under section 34 of the same act, as amended by an act approved March 16, 1910, for the year ending June 30th, 1913.

Commonwealth of Virginia, at the relation of the State Corporation Commission,
vs. (Rule)
Holland Telephone Corporation.

ORDER OF NOVEMBER 5, 1913.

It is ordered that the rule awarded against Holland Telephone Corporation on the twenty-third day of September, 1913, be dismissed at the cost of the defendant.

CASE No. 380.CITY OF RICHMOND, *October 7, 1913.*

A rule is hereby awarded against

Cumberland Express Company, Incorporated,

a corporation chartered under the laws of some other jurisdiction than of the Commonwealth of Virginia, and designated as a foreign corporation, returnable at the court room of the State Corporation Commission, in the Capitol Building, in the city of Richmond, Virginia, at ten o'clock A. M., on Wednesday, the twenty-second day of October, 1913, requiring it to show cause, if any it can, why it should not be fined under section 1105 of the Code of Virginia, as amended, for transacting business in this State without first obtaining the certificate of authority provided for in section 1104 of the Code of Virginia, as amended.

CASE No. 381.CITY OF RICHMOND, *October 7, 1913.*

A rule is hereby awarded against

Twin City Tailoring Company, Incorporated.

a corporation chartered under the laws of some other jurisdiction than of the Commonwealth of Virginia, and designated as a foreign corporation, returnable at the court room of the State Corporation Commission, in the Capitol Building, in the city of Richmond, Virginia, at ten o'clock A. M., on Wednesday, the twenty-second day of October, 1913, requiring it to show cause, if any it can, why it should not be fined under section 1105 of the Code of Virginia, as amended, for transacting business in this State without first obtaining the certificate of authority provided for in section 1104 of the Code of Virginia, as amended.

Commonwealth of Virginia, at the relation of the State Corporation Commission,

vs. (Rule)

Twin City Tailoring Company, Incorporated.

ORDER OF OCTOBER 22, 1913.

It is ordered that the rule awarded against Twin City Tailoring Company, Incorporated, on the seventh day of October, 1913, be dismissed.

CASE No. 382.

Commonwealth of Virginia, at the relation of the State Corporation Commission,

vs.

Southern Railway Company.

Station facilities at Granite, Virginia.

ORDER OF OCTOBER 7, 1913.

It being suggested to the Commission that the station building at Granite has been destroyed by fire and that the defendant company has failed for an unreasonable length of time to replace the same, it is hereby ordered that the defendant corporation be summoned to appear before the Commission at Richmond, Virginia, on or before ten o'clock A. M., on Wednesday, the twenty-second day of October, 1913, to answer such suggestion; and that a copy of this order be forthwith served upon said defendant corporation, as a notice of such suggestion, and of the purpose of the Commission to consider the same, and to enter such rules, orders, and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF JANUARY 8, 1914.

It appearing that the station building at Granite has been completed it is ordered that this proceeding be removed from the docket.

CASE No. 383.

Commonwealth of Virginia, at the relation of the City of Petersburg,
vs.

Atlantic Coast Line Railroad Company, the City of Richmond; the Board of Supervisors of Chesterfield County, the School Board of Manchester District No. 1 of the County of Chesterfield, the School Board of Dale District No. 3 of the County of Chesterfield, the School Board of Bermuda District No. 1 of the County of Chesterfield, the School Board of Matoaca District No. 5 of the County of Chesterfield; the Board of Supervisors of Dinwiddie County, the School Board of Namozine District of the County of Dinwiddie, the School Board of Rowanty District of the County of Dinwiddie; the Board of Supervisors of Prince George County, the School Board of Templeton District of the County of Prince George;

The Board of Supervisors of Sussex County, the School Board of Stony Creek District of the County of Sussex, the School Board of Henry District of the County of Sussex; the Board of Supervisors of Greenville County, the School Board of Belfield District of the County of Greenville, the School Board of Zion District of the County of Greenville, the School Board of Hicksford District of Greenville County; the Board of Supervisors of Nansemond County, the School Board of Sleepy Hole District of the County of Nansemond, the School Board of Cypress District of the County of Nansemond;

The Board of Supervisors of Norfolk County, the School Board of Western Branch District of the County of Norfolk; the City of Norfolk, the City of Portsmouth, and the City of Suffolk.

In the matter of the taxation of rolling stock of the Atlantic Coast Line Railroad Company.

ORDER OF OCTOBER 13, 1912.

The petition of the Commonwealth of Virginia, at the relation of the city of Petersburg, against the Atlantic Coast Line Railroad Company and

others, having been this day filed, it is hereby ordered that the defendants be summoned to appear and answer the same on or before ten o'clock A. M., on Wednesday, the fifth day of November, 1913, at the court room of the State Corporation Commission, in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon each of the said defendants as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons according to law.

ORDER OF NOVEMBER 5, 1913.

This day came the Atlantic Coast Line Railroad Company and filed its demurrer to the petition, in which demurrer the petitioner joined.

CASE No. 384.

Commonwealth of Virginia, at the relation of the City of Petersburg,

vs.

Seaboard Air Line Railway, the Board of Supervisors of Henrico County, the School Board of Brookland District of the County of Henrico, the city of Richmond; the Board of Supervisors of Chesterfield county, the School Board of Manchester District of the County of Chesterfield, the School Board of Bermuda District of the County of Chesterfield, the School Board of Dale District of the County of Chesterfield; the School Board of Matoaca District of the County of Chesterfield; the Board of Supervisors of Dinwiddie County, the School Board of Namozine District of the County of Dinwiddie, the School Board of Rowanty District of the County of Dinwiddie, the School Board of Sapony District of the County of Dinwiddie;

The Board of Supervisors of Brunswick County, the School Board of Red Oak District of the County of Brunswick; the School Board of Totaro District of the County of Brunswick, the School Board of Meherrin District of the County of Brunswick; the Board of Supervisors of Mecklenburg County, the School Board of South Hill District of the County of Mecklenburg, the School Board of Flat Creek District of the County of Mecklenburg, the School Board of Palmer's Spring District of the County of Mecklenburg; the City of Portsmouth; the Board of Supervisors of Norfolk County, the School Board of Western Branch District of the County of Norfolk, the School Board of Deep Creek District of the County of Norfolk;

The Board of Supervisors of Nansemond County, the School Board of Cypress District of the County of Nansemond, the School Board of Sleepy Hole District of the County of Nansemond, the School Board of Holy Neck District of the County of Nansemond, the School Board of Chuckatuck District of the County of Nansemond; the City of Suffolk; the Board of Supervisors of Isle of Wight County, the School Board of Windsor District of the County of Isle of Wight; the Board of Supervisors of Southampton County, the School Board of Franklin District of the County of Southampton, the School Board of Newsoms District of the County of Southampton, the School Board of Boykins District of the County of Southampton; the Town of Franklin; and the Town of Boykins.

In the matter of the taxation of rolling stock of the Seaboard Air Line Railway.

ORDER OF OCTOBER 13, 1913.

The petition of the Commonwealth of Virginia, at the relation of the city of Petersburg, against the Seaboard Air Line Railway and others, having been this day filed, it is hereby ordered that the defendants be summoned to appear and answer the same on or before ten o'clock A. M., on Wednesday, the fifth day of November, 1913, at the court room of the State Corporation Commission, in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon each of the said defendants as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons according to law.

Commonwealth of Virginia, at the relation of the City of Roanoke, a Municipal Corporation organized under the Laws of Virginia,

vs.

Norfolk and Western Railway Company, and others.

In the matter of the taxation of the rolling stock of the Norfolk and Western Railway Company.

ORDER OF OCTOBER 18, 1913.

This day came the petitioner, by its attorneys, and asked leave to file their petition under the above title, which is hereby granted, and the same is ordered to be filed, and it appearing to the Commission from an inspection of the said petition, that the issues raised therein are matters of law, and the same issues are now presented in the case of the *Commonwealth of Virginia, at the relation of the city of Petersburg, a Municipal Corporation vs. the Seaboard Air Line Railway and others*, which said case is now depending before this Commission, upon motion of petitioner it is ordered that issuance of process against the defendants in this case, of the *Commonwealth of Virginia, at the relation of the city of Roanoke vs. the Norfolk and Western Railway Company, and others*, be suspended until the further order of the Commission, and permission is given the city of Roanoke upon compliance with Rule No. 2, to intervene in the case of the *Commonwealth of Virginia, at the relation of the city of Petersburg, vs. The Atlantic Coast Line Railroad Company, and others*, and to be heard upon the questions involved.

Commonwealth of Virginia, at the relation of the City of Petersburg,

vs.

Seaboard Air Line Railway, and others.

In the matter of the taxation of rolling stock of the Seaboard Air Line Railway.

ORDER OF OCTOBER 31, 1913.

This day came the city of Roanoke, a municipal corporation of the State of Virginia, and filed its petition, and moved the Commission, upon the ground that it has an interest in the results of the proceeding, to be allowed to intervene and become a party to this proceeding; which leave is hereby granted.

ORDER OF NOVEMBER 5, 1913.

This day came the Seaboard Air Line Railway and filed its separate answer to the petition, to which answer the petitioner replied generally.

(Cases 383 and 384 consolidated.)

CASE No. 384.

Commonwealth of Virginia, at the relation of the City of Petersburg,
vs.
Seaboard Air Line Railway, and others.

CASE No. 383.

Commonwealth of Virginia, at the relation of the City of Petersburg,
vs.
Atlantic Coast Line Railroad Company, and others.

In the matter of the taxation of rolling stock of the Seaboard Air Line Railway and the Atlantic Coast Line Railroad Company.

ORDER OF NOVEMBER 19, 1913.

This day came the parties by their attorneys, and by consent it is ordered that these proceedings be hereafter heard and determined together. Whereupon came the board of supervisors of Henrico county, the board of supervisors of Chesterfield county, the board of supervisors of Brunswick county, the board of supervisors of Mecklenburg county, the board of supervisors of Norfolk county, the board of supervisors of Nansemond county, the city of Suffolk, and the board of supervisors of Isle of Wight county, and filed their joint and several demurrer to the petition of the Commonwealth, at the relation of the city of Petersburg against the Seaboard Air Line Railway and others, in which demurrer the petitioner joined. Whereupon came also the board of supervisors of Chesterfield county, the board of supervisors of Norfolk county, the city of Suffolk, the board of supervisors of Prince George county, and the board of supervisors of Nansemond county and filed their joint and several demurrer to the petition of the Commonwealth, at the relation of the city of Petersburg, against the Atlantic Coast Line Railroad Company and others, in which demurrer the petitioner joined. Whereupon came also the Atlantic Coast Line Railroad Company and asked leave to withdraw its demurrer heretofore filed in this proceeding,

which leave being granted said demurrer is withdrawn. And thereupon the Atlantic Coast Line Railroad Company filed its answer to the petition of the Commonwealth, at the relation of the city of Petersburg, to which answer the petitioner replied generally. The evidence having been then introduced and the arguments of counsel partly heard, the proceedings are continued until to-morrow.

ORDER OF NOVEMBER 20, 1913.

This day came again the parties, by their attorneys, and the arguments of counsel having been fully submitted the Commission takes time to consider of its judgment and the order to be entered herein.

ORDER OF DECEMBER 9, 1913.

The Commission having maturely considered the evidence and the argument of counsel, and for the reasons stated in writing and filed with the record, is of the opinion and doth therefore decide that the prayers of the petitioner be, and are, hereby granted, and the clerk of the Commission is directed to proceed to furnish the council of the city of Petersburg certified copies of the assessments of the rolling stock of the Seaboard Air Line Railway and of the Atlantic Coast Line Railroad Company which have been made by this Commission for State taxation for the year 1913, definitely showing the character of such property, its value and location within the corporate limits of the city of Petersburg, for purposes of taxation by said city, so that its city and school levies may be laid upon the same for the exclusive benefit of the city of Petersburg according to law.

In order to enable the defendants to appeal from this order, it is ordered that execution thereof be suspended for thirty (30) days from this date.

All other questions are reserved.

OPINION—PRENTIS, CHAIRMAN.

The last General Assembly, in response to a well defined public sentiment demanding a change in the method of taxing the rolling stock of railway companies, adopted what is generally called the rolling stock act, which reads as follows:

“Chap. 139.—An ACT in relation to the assessment for local taxation of the rolling stock of railroad corporations.

Approved March 12, 1912.

1. Be it enacted by the General Assembly of Virginia, that such of the rolling stock of the various railroad corporations doing business in Virginia, except electric railways, as is taxable in this State, shall not be assessed for the purpose of local taxation, by the counties, cities, towns and school districts at the principal offices of the respective corporations, but for the purpose of deriving taxes from such rolling stock for the various counties, cities, towns and school districts in this State, in and through which said railroad companies, except electric railways, as is taxable in this State (whether such railroads be operated by steam or other motive power), as ascertained and

assessed for the purpose of State taxation, a tax based on the rate of taxation imposed on the property of natural persons for local purposes by the county, city or town in which the principal office of any such railroad corporation is located in this State, which taxes so levied shall be distributed among the various counties, cities, towns and school districts in this State, in and through which such railroad companies respectively operate and pass, in the following manner and proportion:

"To the counties, cities or towns in which the principal offices of such companies are respectively located, twenty-five per centum of the gross amount of taxes so levied on the rolling stock of such companies respectively, and the remaining seventy-five per centum of such taxes shall be divided and distributed among all the several counties, cities, towns and school districts in this State in or through which such railroads, or any part thereof, are located or pass, including the counties, cities and towns in which said principal offices are located in the ratio and proportion that the total assessed value of the right of way, road bed and track, and all other property of such railroad companies respectively (except rolling stock) located in any such county, city or town or school district, ascertained and assessed for the purpose of State taxation bears to the aggregate value of all of such property of such companies respectively (except rolling stock) in this State, as ascertained and assessed, as aforesaid, for the purpose of State taxation;

"Provided, That foreign railroad corporations doing business in this State shall be assessed and taxed on the average amount of rolling stock habitually used by them in this State; and the said Corporation Commission shall annually make an apportionment of the aggregate of such taxes so assessed on such rolling stock, for local purposes, among the various counties, cities, towns and school districts in and through which such companies respectively operate and pass, in the ratio and proportion hereinbefore provided for, which apportionment, when made, shall be certified by the State Corporation Commission to the various railroad companies, and to the boards of supervisors of the respective counties, and to the councils of the respective cities and towns, entitled to participate in such taxes as hereinbefore provided; and the several railroad companies, shall pay over to the treasurers of the respective counties, and to the collectors of the respective cities and towns, the proportionate parts of such taxes to which they shall be respectively entitled under such apportionment, as certified to them by the State Corporation Commission, at the same time and in the same manner as taxes levied on the other properties of such companies, for local purposes, are required to be paid;

"Provided, further, that electric railway companies shall be assessed and taxed for local purposes in the manner now provided by law, except that in cases where an electric railway company owns and operates, in whole or in part, the street railway system of some city or town other than the city or town in which its principal office is located, the State Corporation Commission shall assess, and assign to such city or town other than that in which such principal office is located, for purposes of local taxation by such other city or town.

that portion of the rolling stock of any such street railway company which is habitually used and located in said city or town other than that in which the principal office is located.

"As used in this act the term electric railway shall be construed to mean a railroad, the greater part of the mileage of which is operated by electricity.

"This act shall be in force from and after the twenty-fourth day of January, nineteen hundred and thirteen."

Heretofore the location of the principal office of each railway company in this State has been the *situs* for local taxation of such rolling stock. This because of the doctrine of the common law that the *situs* for the taxation of personal property is the domicile of the owner. The domicile of these companies being the places in which their principal offices are located such property has been taxed for local purposes by the local authorities at the principal offices of such companies.

Orange and Alexandria R. R. Co. against City Council of Alexandria, 17 Grattan, 176.

A. & D. Railroad Co. against Lyons, 101 Va., 1.

Board of Supervisors vs. Newport News, 106 Va. 764.

The validity and constitutionality of the rolling stock act have been vigorously attacked before this tribunal by the city of Petersburg and the city of Roanoke in this proceeding.

It is suggested that this Commission has no jurisdiction to pass upon the legal questions raised by the petitions because the duty which we are required to perform in connection with these assessments is ministerial in its nature and not judicial. We cannot assent to the soundness of this proposition, in view of the Constitution and laws of Virginia, conferring and defining the powers of this Commission.

A question quite similar in its nature has been previously considered by this Commission.

In the case of the *Commonwealth, at the relation of Brady & Son and others, vs. Southern Express Company and others*, Report of the Commission, 1908, page 39, in passing upon the validity of a municipal ordinance we had occasion to say this:

"The requirement of the Virginia Constitution that three judges of the Supreme Court of Appeals must concur in declaring a law unconstitutional does not confer that jurisdiction, but merely recognizes the power in that court as it exists, and regulates its exercise. Even the courts of general jurisdiction have no specific constitutional or statutory authority to declare an act of the General Assembly invalid. The power arises only as a necessary incident to the power and duty of every court to decide cases within its jurisdiction and properly pending in that forum. The duty of the court is to declare the law which governs the case to be decided, as it exists, and if there be a conflict between a statute or ordinance and the Constitution, then the Constitution governs and the statute in conflict therewith is not

the law, and the court must so declare. If it have jurisdiction of the case, its judgment binds the parties to the litigation. Having determined that this Commission has jurisdiction of this case, we have no doubt of our power and our duty to determine the validity of the ordinances involved, and to declare the law applicable to this case. Indeed the question may be regarded as settled by the case of the *Commonwealth against the Atlantic Coast Line Railroad Company*, 106 Va. 61, in which the Supreme Court of Appeals affirmed a decision of this Commission declaring an act of the General Assembly unconstitutional and void."

Judge Cooley announced the same doctrine in this language:

"It follows, therefore, that every department of the government and every official of every department may at any time, when a duty is to be performed, be required to pass upon a question of constitutional construction. Sometimes the case will be such that the decision when made must, from the nature of things, be conclusive and subject to no appeal or review, however erroneous it may be in the opinion of other departments or other officers; but in other cases the same question may be required to be passed upon again before the duty is completely performed." Cooley's Constitutional Limitations, 7th Edition, page 73.

The same principle is thus stated by Prof. Tucker, of the Boston University School of Law, in the Encyclopedia of Law and Procedure:

"From force of circumstances and conditions necessarily arising in the administration of the affairs of the government, both State and National, it is evident that those who are charged with official duties, whether executive, legislative or judicial, must necessarily construe the constitutions and laws in numerous instances. Every department of the government, invested with certain constitutional powers, must, in the first instance, but not exclusively, be the judge of its powers or it could not act; and this practical construction by persons or departments outside of the judiciary may or may not be final according to the circumstances and nature of each particular case." 8 Cyc. 726.

It is also pertinent to note and consider, (if there be any doubt about the question) that the Virginia statute, Pollard's Code, section 1313a, Clause 34, provides that "the Commonwealth, or any party aggrieved by any final finding, order, or judgment of the Commission shall have, of right, regardless of the amount involved, an appeal to the Supreme Court of Appeals," and that court "may award a writ of supersedeas in any such final finding, order, or judgment, and may review, affirm, reverse, or modify the same as justice may require, and enter therein such order as may be right and just." Such appeals are required to be taken and perfected, heard and determined, and the mandate of the Supreme Court of Appeals certified down to the Commission in the same manner as appeals in equity causes from the circuit or corpo-

ration courts of this Commonwealth to the Supreme Court of Appeals. So that inasmuch as the statute provides for an "appeal," which is a technical word, here used in its technical sense, well understood by those familiar with equity practice, it is difficult (we believe impossible) to differentiate this proceeding before the Commission from a case in a court of equity.

The parties are properly convened; the matter is one over which the Commission has jurisdiction; upon the application of any party desiring to appeal from the judgment or order here entered the Commission must certify the record as made in this tribunal to the Supreme Court of Appeals, and such appeal must be taken, perfected, heard and determined by that court in the same manner as appeals in equity causes from the circuit or corporation courts of the Commonwealth.

All of this being true we are of opinion that this Commission in this proceeding is vested with powers and duties similar to the powers and duties of a court of equity in an equity cause properly pending before it.

The proceeding at bar presents this crucial question for determination: Whether this Commission should proceed to compute and distribute the tax at varying rates upon the rolling stock of the railway companies among the various counties, cities, towns and school districts in which the lines of the companies are located, as directed by the rolling stock act, or whether it should certify the gross assessment of the rolling stock of each company to the local authorities of the city, town, or county in which the principal offices of the companies are located for local taxation by the local authorities, as required by section 27 of the revenue law, as re-enacted, acts 1912, p. 490.

This question must be determined by the Commission because it must decide which of these things it will do. In order to determine what is the legal duty of the Commission, it must determine what law controls.

If there be any conflict between the Constitution and the rolling stock act, the Constitution, which is the superior law, must prevail. This must be true, because, as has been well said by Harrison (Judge) in the case of *Campbell v. Bryant*, 104 Va. 509:

"The act being unconstitutional is not a law; it confers no rights; it imposes no duties; it affords no protection; it creates no office; it is, in legal contemplation as inoperative as though it had never been passed."

So long as this continues to be a "government of law and not of men," the inhibitions, imposed by the Constitution upon every citizen and every department of the government must be respected and enforced. All questions of policy within the jurisdiction of the Commonwealth must be determined by the legislature, which has plenary powers except so far as restrained by the Constitution. If the constitutional inhibitions are unwise or unduly restrictive the proper remedy is to change the Constitution, not to violate it.

Proceeding then to determine whether the rolling stock act is in violation of the Constitution of the State.

First—Does it violate section 50 of the Constitution?

That section, among other things, provides that "every law imposing, continuing or reviving a tax shall specifically state such tax, and no law shall

be construed as so stating such tax which requires a reference to any other law or any other tax."

This language is plain, definite and specific.

The rolling stock law nowhere states the amount of tax to be levied upon the rolling stock of steam railway companies. It prescribes a "tax based on the rate of taxation imposed on the property of natural persons for local purposes by the county, city, or town in which the principal office of any such railroad corporation is located." This is the only language in the act which determines the rate of taxation to be imposed upon the rolling stock for the benefit of the various localities in the State. The various local authorities are not under this act authorized to levy any tax upon this class of property, but the legislature itself in the act undertakes to prescribe the rate of taxation, varying in amount in different localities, and requires this Commission to compute it in accordance with these varying rates. Inasmuch as the rates are not named in the act, and as they can only be ascertained by reference to various other rates of taxation imposed by the various taxing authorities in different sections of the State, it seems perfectly plain that the rolling stock act violates section 50 of the Constitution.

A similar question has been determined by the Hon. John T. Goolrick, judge of the corporation court of the city of Fredericksburg, in the case of the *Commonwealth* against *Armstrong*, decided by him October 15, 1912.

In that case Judge Goolrick decided that the act entitled, "An act to regulate the sale of cider other than cider which is the pure juice of the apple, and mixtures, preparations and liquids containing alcohol in excess of one per cent. by volume, when sold to be used as a beverage, and to prescribe penalties," Acts 1912, p. 581, is unconstitutional, as violative of section 50 of the Constitution.

That act undertook to impose a license tax on dealers in beverages containing alcohol in excess of one per centum unless they first obtained a license for the sale thereof "which license shall be procured in the same manner as licenses to sell ardent spirits, and the same laws and licenses shall apply to the sale of such cider, mixtures and preparations or liquids as are applicable to the sale of ardent spirits under said act." The words "said act" refer to the general law with reference to licenses for the sale of intoxicating liquors. So that the act then under consideration required a reference to another law in order to ascertain the amount of tax to be imposed. In this case the Commonwealth presented its petition for a writ of error to the Supreme Court of Appeals, which refused the writ. Because of this refusal we must presume that the appellate court was of opinion that the decision of the corporation court of the city of Fredericksburg was "plainly right."

Second—Does the rolling stock act violate section 168 of the Constitution?

That section requires that "all property, except as hereinafter provided, shall be taxed; all taxes, whether State, local or municipal, shall be uniform upon the same class of subjects within the territorial limits of the authority levying the tax, and shall be levied and collected under general laws."

This section plainly provides that within the territorial limits of the authority levying the tax, taxes shall be uniform upon the same class of subjects.

It is at once apparent that the rolling stock act violates this inhibition of

the Constitution. Under it, if the legislature undertakes to levy the tax, as we think it plainly does, then the entire State constitutes the territorial limits of the authority levying the tax, and the rolling stock act violates the principle of uniformity prescribed by the Constitution, and levies as many different rates upon the same class of property as there are different rates prevailing in the various counties and cities of the State in which the principal offices of the several companies are located. It appears from the evidence in this proceeding that the local rate of taxation in Roanoke, where the principal office of the Norfolk and Western Railway Company, is located, is \$1.25, while the local rate in Petersburg, where the principal offices of the Atlantic Coast Line Railroad and the Seaboard Air Line Railway are located, is \$1.40, for local uses.

In *Day v. Roberts*, 101 Va. 248, 43 S. E. 362, 363, Buchanan, J., speaking for the court, said: "Constitutional provisions similar to the one now under consideration (section 1, Art. X, Constitution of 1869) have frequently been before the courts. The settled construction placed upon them is that uniform taxation requires uniformity, not only in the rate of taxation, and in the mode of assessment upon the taxable valuation, but the uniformity must be co-extensive with the territory to which it applies. If a tax is imposed by the State, it must be uniform over the whole State; if by a county, city, town or other subordinate district, the tax must be uniform throughout the territory to which it is applicable. *Knowles v. Board of Sup.* 9 Wis. 410, 420-1; *Bright v. McCullough*, 27 Ind. 223, 230; *Exchange Bank v. Hines*, 3 Ohio St., 15; *Sleight v. People*, 74 Ill. 47; *Dyar vs. Farmington*, 70 Maine 515; *Hutchinson v. Ozark Co.* 57, Ark. 554; 22 S. W. 173, 38 Am. St. Rep. 258; *Pine Grove, &c. v. Talcott*, 19 Wall. 678, 22 L. Ed. 227; *Cooley on Taxation* 2d Ed. 244, 141; *Cooley's Const. Lim.* (6th Ed.) 610; 1 *Desty on Tax*, sec. 35, p. 173; *Burroughs on Taxation*, 61, 62." See also *Robertson v. Preston*, 97 Va. 299.

The suggestion that these various local rates of taxation are levied not by the legislature but by the local authorities, is unsound, because the rolling stock act forbids the local taxation of rolling stock. Even if it were true, the city of Roanoke could not levy a tax upon the rolling stock of the Norfolk & Western for the benefit of the people of Petersburg, nor could the local authorities of the city of Petersburg levy a tax upon the rolling stock of the Seaboard Air Line for the benefit of the county of Brunswick.

If the situs of the rolling stock for taxation is unchanged by the act, and this certainly appears to be true, then the local authorities of each city or county in which the principal office of the railway companies are located may, indeed must, levy local taxes upon that property, but only for the benefit of such city or county. In *Robinson against Norfolk*, 102 Va. 14, Whittle, Judge, says: "For the purpose of taxation, the Constitution has divided the State into counties and magisterial districts, cities and towns. Each of these sub-divisions has its territorial limits fixed, each being distinct and separate from the other. What is meant by the words "territorial limits," in section 168 of the Constitution, is the actual boundaries of each of such sub-divisions, as the same are fixed by law. It would seem to be fundamental that one of these communities cannot, for its own benefit, tax one of the others which has no share in the benefit to be derived from such taxation."

It is actually fundamental, we believe, that one of these communities

cannot tax property the *situs* of which is within its own limits, for the benefit of other communities outside of its territorial limits. If, on the other hand, each locality through which the lines of the railway companies pass, are to be presumed to be taxing its due proportion of the rolling stock each for its own benefit, then we have the same taxing authorities levying different rates of taxation upon the same class of property within its own territorial limits, and the city of Petersburg collecting taxes on rolling stock at one rate from the Norfolk & Western and at a higher rate from the Atlantic Coast Line.

It seems to us impossible to sustain the validity of the act from any point of view.

The rolling stock act, so far as it refers to the property of the steam railroads, in our opinion, plainly violates section 168 of the Constitution.

Several other objections have been urged to the validity of the act, among them, that the rolling stock act, which was passed March 12, 1912, is repealed by the act which re-enacted section 27 of the revenue law, approved March 13, 1912; and that because of the plain omission of certain words intended to be incorporated in the rolling stock act, the act itself is without meaning.

We consider these objections serious in their nature, but do not determine them, because, we think it unnecessary to do so in this proceeding.

Under the limitations imposed upon us in determining the issues raised in this proceeding we have no right to consider questions of public policy. We have no right to consider whether the rolling stock act is wise or unwise. We are, however, required to determine what duties are by law required of the Commission with reference to the taxation of the rolling stock of railroads. In the performance of that duty we determine that by section 27 of the revenue law, re-enacted March 13, 1912, (Acts 1912, page 490) as heretofore construed, we are required to certify to the local authorities of each city or county in which the principal office of a steam railroad company is located the gross amount of the assessments of the rolling stock of each of such companies, so that local taxes may be levied thereon, in the same manner as such taxes have been heretofore levied.

Nothing we have said is to be construed as questioning the constitutionality of the act so far as it refers to the rolling stock of electric railways. The act does appear to change the *situs* for taxation of rolling stock of electric railways by providing for the apportionment of its assessment between the several cities and towns in which the companies operate, and requires the Commission to assess and assign to each city or town its proper proportion of the assessed value thereof, in order that the local authorities may each assess the proper local rate of taxation thereon.

This part of the act has not been questioned, and so far as we are advised there can be no doubt that the legislature has the power thus to deal with the subject.

RHEA, Commissioner, concurs.

WINGFIELD, Commissioner, dissents.

DISSENTING OPINION—WINGFIELD, COMMISSIONER.

It is well settled that the Corporation Commission, when acting in pursuance of Article XII of the Constitution, and particularly under section

156 (c) and exercising the powers and authority of a court of record, has passed and can pass upon questions involving the constitutionality of a statute of the General Assembly. All cases cited in this proceeding and others that might be cited, relate to the discharge of the duties of the Corporation Commission under Article XII of the Constitution.

In *Brady v. Southern Express Company* (Report of Corporation Commission 1908, p. 39), decided by Judge Prentis, the question arose upon the refusal of the Southern Express Company (a transportation company) to carry and deliver goods tendered by a shipper.

In the case of the *Commonwealth v. Atlantic Coast Line Railroad Company* (106 Va. 61) the question was as to the rate or charge per mile for mileage books.

In the case of *Winchester, &c., Railroad Co. v. the Commonwealth* (106 Va. 264) the question at issue was the refusal of the Railroad Company to perform a public duty and run their trains from Strasburg Junction into the town of Strasburg. In this last case the complex nature of the State Corporation Commission, being invested to a certain degree with executive, legislative and judicial powers, is discussed by Judge Harrison and Judge Keith at length. And so we could go through all of the decisions of the courts establishing the above proposition.

But the fact that the Corporation Commission "in matters pertaining to the public visitation, regulation or control of corporations, and, within the jurisdiction of the Commission, has the powers and authority of a court of record and in the exercise of such powers can pass upon constitutional questions," does not sustain the proposition that acting in a purely administrative function as it is called upon to do by the rolling stock bill of March 12, 1912, the Commission has jurisdiction to decide that the statute is unconstitutional and void. Counsel have not been able to produce any decision of the Supreme Court of Virginia, or in fact of any court, sustaining such a proposition. The quotation from Cooley's *Constitutional Limitations* (7th Ed., p. 73) when read in connection with the whole contest and with reference to the cases referred to does not establish, or tend to establish, the proposition. Judge Cooley says (p. 72), after referring to certain cases that might arise:

"In these and the like cases our constitutions have provided no tribunal for the specific duty of solving in *advance* the questions which arise."

In the next paragraph is the sentence:

"It follows, therefore, that every department of the government and every official of every department may at any time, when a duty is to be performed, be required to pass upon a question of constitutional construction."

Footnote 1, quoting from Parsons, Ch. J., in *Kendall v. Inhabitants of Kingston*, 5 Mass. 524, 533, shows the author's meaning:

"But every department of government, invested with certain

constitutional powers, must, in the first instance, but not exclusively, be the judge of its powers, or it could not act."

"The decision of a governor, having jurisdiction to decide in the first instance whether tax exemption is constitutional, must be obeyed by inferior executive officers. *State v. Buchanan*, 24, W. Va., 362."

"But a patent commissioner may not refuse to perform a ministerial act on the ground that the statute requiring it is unconstitutional. *United States v. Marble*, 3 Mackay, 32." "Notwithstanding a void proviso as to an officer's salary, it is his duty to give the act effect. *State v. Kelsey*, 44 N. J. L. 1."

Judge Cooley, continuing the discussion, on page 76 says:

"But setting aside now those cases to which we have referred, where from the nature of things, and perhaps from explicit terms of the Constitution, the judgment of the department or officer acting must be final, we shall find the general rule to be, that whenever action is taken which may become the subject of a suit or proceeding in court, any question of constitutional power or right that was involved in such action will be open for consideration in such suit or proceeding, and that as the courts must finally settle the particular controversy, so also will they finally determine the question of constitutional law."

And again on page 77:

"In any case of conflict the fundamental law must govern, and the act in conflict with it must be treated as of no legal validity. But no mode has yet been devised by which these questions of conflict are to be discussed and settled as abstract questions, and their determination is necessary or practicable only when public or private rights would be affected thereby. The courts have thus devolved upon them the duty to pass upon the constitutional validity, sometimes of legislative, and sometimes of executive acts."

So also the quotation from Professor Tucker, in the *Encyclopedia of Law and Procedure*, when read in its proper connection, has no bearing upon the question we are considering:

"From force of circumstances and conditions necessarily arising in the administration of the affairs of the government, both State and National, it is evident that those who are charged with official duties, whether executive, legislative, or judicial, must necessarily construe the constitutions and laws in numerous instances. Every department of the government, invested with certain constitutional powers, must, in the *first instance*, but not exclusively, be the judge of its powers or it could not act; &c." 8 Cyc. 726.

Note 29 illustrates the author's meaning:

"Mr. Jefferson claimed the right to construe the Federal Consti-

tution for himself, independent of the judiciary and in defiance of it. President Jackson denied the power of Congress, under the Constitution, to re-charter the United States Bank, after the original act of incorporation had been held constitutional by the Supreme Court of the United States; and President Lincoln denied the constitutionality of the fugitive slave law, notwithstanding the decision of the same court in the Dred Scott case. Two attempts by State executives to construe constitutional provisions to the exclusion of the judiciary are shown in American constitutional law, and in both cases it was held the courts could look behind the certificates issued and pass judgment upon the result of the election contrary to the canvass made by the executive."

On page 728, Prof. Tucker says:

"The right and duty of the judiciary to take jurisdiction and decide cases when constitutional questions are presented are both imperative and inseparable."

It has been decided by the Supreme Court of Virginia and the Supreme Court of the United States that the assessment of taxes is not a judicial act. In *Brander v. The Chesterfield Justices*, 5 Call 551, Judge Tucker says:

"Our Constitution Art. 13, 15, gives to county courts authority, and imposes duties foreign from those of a judicial nature. They are to lay our roads, build bridges, &c., and finally to impose a levy upon the tithables in their counties, for the purpose of defraying all expenses incurred by the court, under the authority of any law. These are the functions of commissioners of police, and not those of judicial court."

To the same effect is the decision of the Supreme Court of the United States, in the case of *Upshur County v. Rich*, 135, U. S. 467. Justice Bradley, delivering the opinion of the court, said:

"A proceeding, not in a court of justice, but carried on by executive officers in the exercise of their proper function, as in the valuation of property, for the just distribution of taxes, or assessments, is purely administrative in its character, and cannot in any just sense be called a suit."

The learned judge quoted, with approval, *Pittsburg, C. & St. L. R. Co. v. Board of Public Works*, 28 W. Va. 264, and says:

"They held that where the board of public works fixed the valuation of the property of a railroad company under the statutes, it simply acted as a county assessor does in assessing the property of individuals; and that the acts of both are merely ministerial, and not judicial in any proper sense of the term."

The State Corporation Commission is not a common law court. All its powers, both legislative and judicial, are conferred by the Constitution and by acts of the General Assembly giving effect thereto. Its powers and authority of a court of record (sec. 156 (c)) are confined to matters pertaining to the *public* visitation, regulation or control of corporations and within the jurisdiction of the Commission, and those powers are enumerated:

(1) To administer oaths; (2) To compel the attendance of witnesses and the production of papers; (3) To punish for contempt, &c.; (4) To enforce compliance with any of its lawful orders or requirements against the delinquent or offending company such fine or other penalties as may be prescribed or authorized by this Constitution or by law. The enumeration of its powers, acting as a court of record, necessarily excludes the grant of other powers. It is true that the Commission may be vested with additional powers and charged with other duties by act of the legislature, and that the legislature has, in carrying out the provisions of Art. XIII, on taxation and finance, sec. 176, authorized and directed the Commission to ascertain the value of the property and the gross transportation receipts of railway and canal corporations, and gives the right to such railway or canal corporation, which considers itself aggrieved by the assessment of the Commission to apply for relief to the circuit court of the city of Richmond, with right of appeal from said decision of the circuit court of the city of Richmond to the Supreme Court of Appeals. But it is to be noted that no railway corporation has objected to the assessment referred to in this proceeding, or applied for relief to the circuit court of the city of Richmond.

As above stated, the Corporation Commission derives all its powers of a court from Art. XII of the Constitution. It is not a common law court, such as provided for in Art. VI of the Constitution, under the head of judiciary department. The duties imposed and the powers conferred on the State Corporation Commission in regard to taxation are given by sec. 176, Art. XIII of the Constitution, where it is expressly stated that the Commission shall ascertain and assess, &c., and in the manner required of the board of public works by the law in force on January 1, 1902. The board of public works was always recognized as an administrative body, and was never authorized, and never attempted to exercise the powers of a court.

The legislature is not merely a body to determine "questions of policy." Art. IV of the Constitution says: "The legislative power of the State shall be vested in a General Assembly."

In *Va., Tenn., &c., Co. v. McClellan*, 98 Va. 424, Judge Harrison, quoting with approval the decision in *Reed v. Union Bank*, 29 Grat. 719, says:

"We invoke here for our guidance the same rule laid down in *Reed v. Bank*." "Upon the most familiar principles, repeatedly declared by the decisions of the Supreme Court of the United States and by the Supreme Court of all the states, and by none more emphatically than by this court, every statute is presumed to be constitutional, and it cannot be declared by the courts to be otherwise unless it be made clearly to so appear. The whole law making power is vested in the legislature, which is omnipotent, unless restricted by the express or implied provision of the State or National Constitution."

In *Campbell v. Bryan*, 104 Va. 509, Judge Harrison, after deciding that the act to incorporate the town of Madison Heights, in Amherst county, was repugnant to the Constitution, says:

"The act being unconstitutional, it is not a law. It confers no rights; it imposes no duties; it affords no protection; it creates no office; it is, in legal contemplation, inoperative as though it had never been passed."

But this act had first to be declared repugnant to the Constitution by the court before any citizen of the State could assume to disregard it as void and inoperative.

In *Va. & Tenn. R. R. Co. v. Washington County*, 30 Grat. 471, the court held:

"The Constitution of the State does not authorize the county authorities to assess property for taxation and levy taxes upon it, independent of the action of the legislature."

Judge Staples, in delivering the opinion of the court in this case, says:

"The legislature is invested with complete power over the subject of taxation, except so far as may be otherwise provided in the Constitution. On the other hand, the counties are mere auxiliaries of the government, established simply for the more effectual administration of justice; and the power of taxation as confided to them is a delegated trust, and is to be strictly construed. They act not by virtue of any inherent power, but as mere agencies of the State. *City of Richmond v. Daniel*, 14 Gratt. 385; 21 Gratt. 604, 617."

"The whole theory of our system of taxation is based upon the idea that it is prepared by the representatives of the people upon due deliberation and reflection, and when thus prepared for State purposes it may be safely applied to the counties and other local agencies of the Commonwealth. And any rule of construction and doctrine which would give to these agencies a power of taxation under the Constitution, independent of all legislative supervision and control, is in violation of the uniform policy of the State, and contrary to the true principles of the government. When, therefore, the Constitution gives the supervisors authority 'to fix the county levies,' it only means they shall ascertain and fix the amount of such levies and the amount thus ascertained is to be collected from such subjects of taxation as are prescribed by the legislature."

And in the same opinion, Judge Staples quotes with approval Cooley's *Constitutional Limitations*, p. 99, 100:

"Although all the provisions of a constitution are to be regarded as mandatory, there are none which from the nature of the case are as incapable of compulsory enforcement as are directory provisions in general. The reason is, that while the purpose may be to estab-

lish rights, or to impose duties, they do not in and of themselves constitute a sufficient rule by means of which such rights may be protected or such duties enforced. In such cases, before the constitutional provisions can be made effectual, supplementary legislation must be had, and the provision is in its nature mandatory to the legislature to enact the needful legislation, though back of it there lies no authority to enforce the command. Sometimes the constitution, in terms, requires the legislature to enact laws on a particular subject and here it is obvious that the requirement has only a moral force. The legislature ought to obey it, but the right intended to be given is only assured when the legislation is voluntarily enacted. Illustrations may be found in constitutional provisions requiring the legislature to provide, by law, uniform and just rules for the assessment and collection of taxes. These must lie dormant until the legislation is had."

I am clearly of the opinion, therefore, that this Commission has no jurisdiction to pass upon the constitutional questions raised in this proceeding, and that the petition should be dismissed. The remedy of the petitioners, if the act be unconstitutional, is to take steps to have the question decided in the regularly established courts of the Commonwealth.

As said by Mr. Justice Bradley, in *Upshur County v. Rich*, 135 U. S. 467:

"The legality and constitutionality of taxes and assessments may be subjected to judicial examination in various ways—by an action against the collecting officer, by a bill for injunction, by *certiorari* and by other modes or proceeding."

As, in my view, we have no jurisdiction to pass on the constitutional questions, it is not proper for me to enter into any discussion of these questions. Our duty is clear. We, like every other citizen of the State, every commissioner of the revenue of the State, every land assessor of the State, must respect the statute enacted by the legislature as the law until it has been passed upon and declared to be repugnant to the Constitution by the courts.

No one doubts or questions the intent and meaning of the act of March 12, 1912. It annulled the power formerly exercised by the city councils and county boards of supervisors to assess the rolling stock of a railroad at the place of its principal office. It directed this Commission to take the assessment of such rolling stock made for the purpose of State taxation and to take the local rate imposed on the property of natural persons for local purposes and "extend" the taxes just as any commissioner of the revenue would do, and to apportion said taxes among the various counties, cities, towns and school districts in and through which such railroad companies respectively operate and pass, which apportionment, when made, the Commission should certify to the various railroad companies and the boards of supervisors of the respective counties and to the councils of the respective cities and towns entitled to participate, as provided by the law. The Commission, after careful consideration, found this to be the true intent and mean-

ing of the act. It made the assessment of the rolling stock; it ascertained the local rates; it extended the taxes; it made the apportionment, and has done all except to certify such apportionment, as required by the law.

As to the point attempted to be made that the act of March 12, 1912, is repealed by the act of March 13, 1912, these two acts can be and should be construed so that force and effect can be given to both of them. The act of March 12 was passed to take effect on January 24, 1913. The act of March 13 is a re-enactment of section 27 of an act to raise levies for the support of the government, &c., approved April 16, 1903, and applied for the levying of the tax on rolling stock for the year 1912, and applies also for the levying of the taxes of 1913, as modified by the act of March 12, 1912, taking effect 24th of January, 1913.

It is a well settled rule of construction that a statute will not be repealed by implication.

In my view, therefore, the duty of the Commission is plain, to certify the apportionment already made, as required by law, and not to prejudice the claims of either of the contesting parties by the assumption of a power not conferred by the Constitution or by law.

CASE NO. 386.

Commonwealth of Virginia, at the relation of J. M. Ellison, Russell Bargamin, T. W. Woollen, Walter Whately and C. F. Ballard, representing the Village of Crozet,

vs.

The Chesapeake and Ohio Railway Company.

In the matter of the change of grade crossing of The Chesapeake and Ohio Railway Company by White Hall Road at Crozet.

ORDER OF NOVEMBER 12, 1913.

The petition of the Commonwealth of Virginia, at the relation of J. M. Ellison, Russell Bargamin, T. W. Woolen, Walter Whately and C. F. Ballard, representing the Village of Crozet, against The Chesapeake and Ohio Railway Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock, A. M., on Tuesday, the twenty-fifth (25th) day of November, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF DECEMBER 16, 1913.

This day came the parties by their attorneys, and the evidence having been fully submitted, leave is given to counsel to file written briefs of argument herein.

CASE No. 388.

Commonwealth of Virginia, at the relation of Virginia Central Telephone Company,

vs.

Scottsville Telephone Company.

To require physical connection between the two lines at Norvell's Store.

ORDER OF NOVEMBER 26, 1913.

The petition of the Commonwealth of Virginia, at the relation of the Virginia Central Telephone Company, against the Scottsville Telephone Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock, A. M., on Wednesday, the seventeenth day of December, 1913, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders, and regulations as may be just, and also as a writ or summons, according to law.

ORDER OF DECEMBER 17, 1913.

This day came the parties by their attorneys, and thereupon the Scottsville Telephone Company filed its separate demurrer and answer to the petition, in which demurrer the petitioner joined, and to which answer the petitioner replied generally, and by consent the proceeding is continued.

CASE No. 389.

CITY OF RICHMOND, *December 19, 1913.*

It being suggested that The McFadden Telephone Company, Incorporated, has failed to make the report required by section 39, chapter V, of the act entitled, "An Act Concerning Corporations," which became a law on May 21, 1903, therefore a rule is hereby awarded against the said corporation, returnable at the court room of the State Corporation Commission in the city of Richmond, Virginia, at ten o'clock, A. M., on Wednesday, the seventh day of January, 1914, requiring it to show cause, if any it can, why it should not be fined under that section for such its alleged failure.

CASE No. 390.

Commonwealth of Virginia, at the relation of W. F. Lewis, G. J. Smith, F. B. Lipscomb and C. L. Beadles,

vs.

Hanover Telephone Company.

Condition of line and service.

ORDER OF DECEMBER 23, 1913.

The petition of the Commonwealth of Virginia, at the relation of W. F. Lewis, G. J. Smith, F. B. Lipscomb and C. L. Beadles, against the Hanover Telephone Company, having been this day filed, it is hereby ordered that the defendant corporation be summoned to appear and answer the same on or before ten o'clock, A. M., on Wednesday, the seventh day of January, 1914, at the court room of the State Corporation Commission in the city of Richmond, Virginia, and that a copy of this order, together with a copy of said petition, be forthwith served upon the said defendant corporation as a notice of the allegations and complaints contained therein, and of the purpose of the Commission to consider the same and to enter such rules, orders and regulations as may be just, and also as a writ or summons, according to law.

CASE No. 393.

Commonwealth of Virginia, at the relation of the Commissioner of Insurance,
vs.
The Empire State Surety Company.

Authorizing Commissioner of Insurance to proceed against.

ORDER OF MAY 23, 1913.

This day came Joseph Button, the Commissioner of Insurance, and the Commonwealth of Virginia, and suggested to the Commission that The Empire State Surety Company, incorporated under the laws of the State of New York, is insolvent, and is now in the hands of a receiver in its home State. Therefore, it is ordered that permission be, and is, hereby given Joseph Button, the Commissioner of Insurance, to proceed against the said The Empire State Surety Company in the circuit court of the city of Richmond, in accordance with the provisions of an act entitled, "An act in relation to proceedings against and liquidation of delinquent insurance companies," approved February 29, 1912.

CASE No. 394.

Commonwealth of Virginia, at the relation of the Commissioner of Insurance,
vs.
The American Union Fire Insurance Company.

Authorizing Commissioner of Insurance to proceed against.

ORDER OF MARCH 11, 1913.

This day came Joseph Button, the Commissioner of Insurance, and the Commonwealth of Virginia, and suggested to the Commission that The American Union Fire Insurance Company, incorporated under the laws of the State of Pennsylvania, and duly licensed to do business in Virginia, is insolvent and in such financial condition as not to be able to pay its creditors in this State. Therefore, it is ordered that permission be, and is, hereby

given Joseph Button, the Commissioner of Insurance, to proceed against the said The American Union Fire Insurance Company in the circuit court of the city of Richmond, in accordance with the provisions of an act entitled, "An act in relation to proceedings against and liquidation of delinquent insurance companies," approved February 29, 1912.

Banking Division.—Resignations and Appointments.

ORDER OF APRIL 9, 1913.

The resignation of R. Logan Harris, as assistant examiner of banks, having been received, same is accepted to take effect on the first day of April, 1913.

ORDER OF APRIL 16, 1913.

By authority of the statute in such case made and provided, the Commission this day appoints Roger S. Warren assistant examiner of banks, to hold office during the pleasure of the Commission.

Thereupon the said Roger S. Warren took and subscribed the oaths required by the Constitution and laws of this State, and executed the proper bond in the penalty of five thousand dollars (\$5,000) together with the National Surety Company as surety, approved by the Commission, conditioned for the faithful performance of his duties as such assistant examiner of banks.

ORDER OF APRIL 18, 1913.

By authority of the statute in such case made and provided, the Commission this day appoints John A. Booker assistant examiner of banks, to hold office during the pleasure of the Commission.

Thereupon the said John A. Booker took and subscribed the oaths required by the Constitution and laws of this State, and executed the proper bond in the penalty of five thousand dollars (\$5,000) together with The United States Fidelity Company as surety, approved by the Commission, conditioned for the faithful performance of his duties as such assistant examiner of banks.

ORDER OF AUGUST 1, 1913.

The resignation of Chas. S. Hunter as assistant examiner of banks having been received, same is accepted to take effect on the first day of August, 1913.

ORDER OF AUGUST 12, 1913.

By authority of the statute in such cases made and provided, the Commission this day appoints W. D. Franklin assistant examiner of banks, the appointment to become effective on the 15th day of August, 1913, and the appointee to hold office during the pleasure of the Commission.

Thereupon, the said W. D. Franklin took and subscribed the oaths required by the Constitution and laws of this State, and executed the proper bond in the penalty of five thousand dollars (\$5,000) together with The United States Fidelity and Guaranty Company as surety, approved by the Commission, conditioned for the faithful performance of his duties as such assistant examiner of banks.

CHARTERS REVOKED AND ANNULLED.

CITY OF RICHMOND, *August 22, 1913.*

The following corporations having failed for two successive years to pay the annual registration fees due by such several corporations, after having been duly assessed therefor for the years 1911 and 1912, and such failure having continued for ninety days after the expiration of such two years, by operation of the Constitution and laws of the Commonwealth of Virginia, the charters of such domestic corporations and the certificates of authority to do business in Virginia of such foreign corporations, are revoked and annulled, and the fact of such revocation and annulment is by the State Corporation Commission hereby ordered to be published once a week for four consecutive weeks in a daily newspaper published in the city of Richmond, Virginia:

DOMESTIC CORPORATIONS.

NAME.	LOCATION.	DATE INCORPORATED.
A. and B. Manufacturing Company, Incorporated.....	Norfolk, Va.....	July 26, 1910.
Abingdon Construction Company, Incorporated, The.....	Abingdon, Va.....	March 29, 1907.
Acme Match Company, Incorporated.....	Roanoke, Va.....	September 1, 1908.
Adams-Pierce Company, Incorporated.....	Lynchburg, Va.....	June 2, 1909.
Allapaha Lumber Company, Incorporated.....	Norfolk, Va.....	January 17, 1910.
Alleghany Lime Company, Incorporated.....	Christiansburg, Va.....	December 11, 1907.
Allen Mercantile Corporation.....	Bristol, Va.....	November 23, 1906.
Altoona Lumber Company, Incorporated.....	Pulaski, Va.....	September 28, 1908.
Amazonia Rubber Exchange, Incorporated.....	Alexandria, Va.....	August 31, 1910.
American Aeromobile Construction Corporation.....	Hampton, Va.....	December 30, 1910.
American Anti-Cigarette Company, Incorporated.....	Roanoke, Va.....	April 12, 1910.
American Coal and Lumber Corporation.....	Roanoke, Va.....	March 25, 1910.
American Detachable Shoe Heel Company, Incorporated.....	Alexandria, Va.....	March 30, 1910.
American Guild, The.....	Richmond, Va.....	January 10, 1890.
Angola Lumber Company.....	Norfolk, Va.....	July 24, 1899.
Anti-Toxic Cigarette Machine Company, Incorporated, The.....	Roanoke, Va.....	June 14, 1909.
Appalachia Conduit Company.....	Manassas, Va.....	March 12, 1902.
Appalachian Record Company, Incorporated.....	Roanoke, Va.....	March 15, 1910.
Arcadians, Incorporated, The.....	University of Virginia, Va.....	January 10, 1908.
Arlington Development and Investment Company, In- corporated, The.....	Alexandria, Va.....	June 10, 1909.
Art China and Furniture Shop, Incorporated.....	Petersburg, Va.....	December 1, 1908.
Austin Gap Colliery Company, Incorporated.....	Bristol, Va.....	August 12, 1909.
Automatic Lubricating Device Corporation, The.....	Hampton, Va.....	June 2, 1910.
Ayers Corporation, Alex, The.....	Norfolk, Va.....	June 1, 1910.
Backus Bros. and Simpson, Incorporated.....	Norfolk, Va.....	March 16, 1909.
Banner Furniture Company, Incorporated.....	Lynchburg, Va.....	December 3, 1908.
Bannier-Groves Company, Incorporated.....	Norfolk, Va.....	September 7, 1910.
Bargamin Company, G. and A.....	Richmond, Va.....	February 27, 1901.
Barnard and Co., Incorporated, W. H.....	Norfolk, Va.....	April 9, 1909.
Beach Park Corporation.....	Richmond, Va.....	September 22, 1910.
Berger Manufacturing Company, Incorporated, B. A.....	Richmond, Va.....	May 15, 1908.
Birmingham Safety Cut-Off Lever Company, Incor- porated, The.....	Roanoke, Va.....	September 16, 1910.
Black Rock Mining Company, Incorporated.....	St. Charles, Va.....	September 9, 1910.
Black Rock Oyster Company, Incorporated, The.....	Norfolk, Va.....	June 23, 1905.
Blackstone Agricultural and Educational Fair Associa- tion, Incorporated.....	Blackstone, Va.....	June 7, 1910.
Blackwater Veneer and Lumber Company, Incorporated.....	Burdette, Va.....	June 18, 1909.
Blalock and Company, Incorporated.....	Richmond, Va.....	March 2, 1910.
Blue Ridge Lumber Corporation.....	Alexandria, Va.....	November 1, 1907.
Blue Ridge Packing Company, Incorporated.....	Roanoke, Va.....	December 30, 1910.
Bond Coal Company, Incorporated.....	Wise, Va.....	September 21, 1903.
Bostwick Company, Incorporated, The.....	Alexandria, Va.....	April 19, 1910.
Bowman Transfer and Storage Warehouse Company, In- corporated, The.....	Richmond, Va.....	August 20, 1907.

Boyd's Chocolate Company, Incorporated.....	Norfolk, Va.....	November 13, 1908.
Bradshaw Fruit and Produce Company, Incorporated, The.....	Norfolk, Va.....	December 1, 1910.
Bristol Realty Corporation.....	Bristol, Va.....	May 17, 1906.
Britton Brothers, Incorporated.....	Norfolk, Va.....	May 17, 1905.
Brown and Company, Incorporated.....	Bristol, Va.....	November 9, 1908.
Brown Development and Investment Company, Incorporated.....	Suffolk, Va.....	December 15, 1909.
Brunswick Realty Company, Incorporated.....	Lawrenceville, Va.....	September 14, 1909.
Buckingham Oil, Gas and Development Company, Incorporated, The.....	Farmville, Va.....	May 11, 1910.
Builders' Supply Company, The.....	Norfolk, Va.....	August 1, 1900.
Bunte Company, Incorporated, John, The.....	Portsmouth, Va.....	June 7, 1910.
Burkeville Co-operative Creamery Association, Incorporated, The.....	Burkeville, Va.....	June 2, 1908.
Butt and Company, Incorporated, J. W. S.....	Portsmouth, Va.....	March 26, 1908.
Byrd Park Company, Incorporated.....	Richmond, Va.....	April 4, 1910.
C. and L. Co., Incorporated, The.....	Rosslyn, Va.....	May 13, 1910.
Cabinet Vending Company, Incorporated.....	Alexandria, Va.....	March 8, 1910.
Calvary Cemetery, Incorporated.....	Norfolk, Va.....	February 14, 1910.
Cal-y-cine Corporation, The.....	Norfolk, Va.....	June 10, 1910.
Camden Heights Company, Incorporated.....	Norfolk, Va.....	July 14, 1905.
Camden Lumber Company, Incorporated.....	Norfolk, Va.....	November 21, 1907.
Capital City Laundry, Incorporated.....	Richmond, Va.....	April 22, 1910.
Capital Outfitters, Incorporated.....	Norfolk, Va.....	August 16, 1910.
Capital City Telephone Company.....	Alexandria, Va.....	April 12, 1907.
Capitol Brick Company, Incorporated.....	Alexandria, Va.....	November 14, 1910.
Carbon Coal and Coke Company, Incorporated.....	Norton, Va.....	December 22, 1903.
Carey and Baum, Incorporated, (formerly Sorey and Baum, Incorporated).....	Norfolk, Va.....	December 28, 1904.
Carney Adjustable Horse Shoe Company, Incorporated.....	Norfolk, Va.....	July 30, 1908.
Carpenter and Randolph, Incorporated.....	Alexandria, Va.....	March 30, 1910.
Carter-Hodges Company, Incorporated.....	Danville, Va.....	December 3, 1909.
Central Improvement Company, Incorporated.....	Radford, Va.....	May 11, 1909.
Central Market Corporation.....	Norfolk, Va.....	January 5, 1910.
Chamberlin Mineral Company, Incorporated.....	Sugar Grove, Va.....	May 28, 1907.
Chandlee and Company, Incorporated, H. Ellis.....	Alexandria, Va.....	September 13, 1910.
Chesapeake Land Corporation.....	York, Va.....	November 9, 1909.
Chesterfield Heights Corporation.....	Norfolk, Va.....	February 8, 1904.
Chesterfield Social Club, Incorporated, The.....	Manchester, Va.....	November 30, 1904.
Christiansburg Packing Company, Incorporated.....	Christiansburg, Va.....	May 2, 1907.
Christmas Aeroplane Company, Incorporated.....	Rosslyn, Va.....	October 6, 1910.
Christoforo Colombo Citizens' Association of the State of Virginia.....	Norfolk, Va.....	December 7, 1909.
Claremont Carbonate Lime and Cement Company, Incorporated.....	Richmond, Va.....	November 29, 1909.
Climax Soapstone Company, Incorporated.....	Nelson county, Va.....	June 22, 1908.
Clinch Valley Lumber Company, Incorporated.....	St. Paul, Va.....	May 11, 1907.
Coal Trimmers' Association.....	Norfolk, Va.....	October 20, 1894.
Coffman Door Spring Company, Incorporated, The.....	Clifton Forge, Va.....	June 28, 1909.
Coleman Annex Company, Incorporated.....	Norfolk, Va.....	April 18, 1906.
Coleman Chemical Company, Incorporated.....	Newport News, Va.....	November 14, 1910.
Coleman Development Corporation.....	Norfolk, Va.....	November 26, 1909.
Coleman Land Corporation.....	Norfolk, Va.....	January 10, 1905.
Colonial Life Insurance Company, Incorporated (formerly National Beneficial Association of Petersburg, Va.; formerly National Beneficial Association of Virginia).....	Norfolk, Va.....	January 17, 1900.
Commonwealth Company of Alexandria county, Incorporated, The.....	Rosslyn, Va.....	August 26, 1910.
Commonwealth Printing Company, Incorporated.....	Richmond, Va.....	July 26, 1909.
Consumers' Grocery Company, Incorporated.....	Richmond, Va.....	August 23, 1910.
Contractors' Engineering Company, Incorporated.....	Richmond, Va.....	June 30, 1910.
Co-operative Bonded Attorneys, Incorporated.....	Norfolk, Va.....	December 9, 1909.
Co-operative Land Corporation.....	Norfolk, Va.....	September 14, 1903.
Corson Mica Company, Incorporated.....	Amelia C. H., Va.....	March 28, 1907.
Coslin Oyster Corporation, James H.,.....	Tangier Island, Va.....	November 28, 1903.
Cottage Toll Bridge Company, The.....	Norfolk, Va.....	February 1, 1860.
Cox and Cox, Incorporated.....	Norfolk, Va.....	August 11, 1908.
Crawford Liquor Corporation, The.....	Portsmouth, Va.....	May 18, 1910.
Cyclone Churn Company, Incorporated, The.....	Richmond, Va.....	April 27, 1910.
Davis-Browne and Company, Incorporated (formerly Blincoe-Davis and Company, Incorporated).....	Norfolk, Va.....	November 8, 1905.
DeHaven-Dawson Company, Incorporated, The.....	Norfolk, Va.....	February 19, 1908.
Delaware Development Corporation.....	Norfolk, Va.....	January 14, 1910.
Dinwiddie Distilling Company, Incorporated.....	Petersburg, Va.....	February 14, 1910.
District of Columbia Newspaper Vending Machine Company, Incorporated.....	Alexandria, Va.....	June 19, 1908.
District Construction Corporation.....	Alexandria, Va.....	March 23, 1910.
District Realty Company, Incorporated.....	Alexandria, Va.....	February 7, 1908.
Dominion Chemical Company, Incorporated.....	Portsmouth, Va.....	September 28, 1909.
Drs. Hamilton and Speer, Dentists, Incorporated.....	Norfolk, Va.....	October 21, 1910.
Duggins, Incorporated, Samuel E.....	Richmond, Va.....	April 2, 1908.
Dyer and Sinclair, Incorporated.....	Fairfax, Va.....	November 5, 1909.
Eagle Supply Company, Incorporated.....	Chatham, Va.....	July 20, 1910.

East Coleman Corporation	Norfolk, Va.	September 17, 1907.
East Suffolk Land Company, The	Suffolk, Va.	July 7, 1890.
Eastern College (formerly Eastern Normal College)	Manassas, Va.	May 31, 1900.
Eastern Kentucky Coal Lands Corporation	Hot Springs, Va.	February 7, 1906.
Eastern Virginia Construction Company	Culpeper, Va.	April 8, 1901.
Economy Store, Incorporated	Norfolk, Va.	June 10, 1909.
Egyptian Vault Corporation of Richmond, Va., The	Richmond, Va.	January 20, 1910.
Empire Coal Land Corporation	Norton, Va.	August 27, 1907.
Emporia Fruit Growers' Association, Incorporated	Emporia, Va.	June 16, 1908.
Enterprise Drug Company, Incorporated	Big Stone Gap, Va.	February 16, 1909.
Essex Coal and Coke Company, Incorporated	Esserville, Va.	September 12, 1905.
Exposition Boating Corporation, Incorporated	Norfolk, Va.	August 10, 1906.
Fairfax Company, Incorporated, R. R.	Roanoke, Va.	December 5, 1910.
Floyd Mercantile Co., Incorporated, The (formerly T. B. Huff & Co., Incorporated)	Floyd, Va.	May 19, 1906.
Frank Tailoring Company, Incorporated	Portsmouth, Va.	June 21, 1909.
Fraser-Binford Company, Incorporated	Petersburg, Va.	January 28, 1909.
Fredericksburg and Rappahannock Railway Company	Culpeper, Va.	February 7, 1898.
Freeman Syndicate, Incorporated, The	Norfolk, Va.	October 13, 1908.
Friend Shoe Manufacturing Company, Incorporated (formerly Friend-Nunnally Shoe Manufacturing Company, Incorporated)	Petersburg, Va.	September 25, 1907.
Front Royal College, Incorporated	Front Royal, Va.	September 29, 1909.
Front Royal Milling Company	Front Royal, Va.	April 22, 1910.
Galax Handle Works, Incorporated	Galax, Va.	April 20, 1907.
Galilean Fishermen's Bank, Incorporated (formerly Grand United Order of Galilean Fishermen's Consolidated Bank and Enterprise Insurance or Endowment and Mercantile Company of the National Grand Tabernacle of the Grand United Order of Galilean Fishermen of Baltimore city, Md., formerly Grand United Order of Galilean Fishermen's Consolidated Bank and Enterprise Galilean Fishermen's Consolidated Insurance Company of the National Grand Tabernacle of Galilean Fishermen)	Hampton, Va.	June 4, 1901.
Gas Economizer Manufacturing Corporation	Newport News, Va.	September 1, 1909.
Gayle-Cooper Corporation, Incorporated	Norfolk, Va.	April 13, 1909.
Gideon Savings Bank, Incorporated, The (formerly Knights of Gideon)	Norfolk, Va.	December 13, 1902.
Glen-Conway Corporation	Norfolk, Va.	December 15, 1910.
Glenwood Lumber Company, Incorporated	Suffolk, Va.	July 26, 1906.
Goldsmith, Incorporated, C. L.	Norfolk, Va.	February 15, 1910.
Goodlee Sanitary Milk Company, Incorporated	Norfolk, Va.	August 5, 1909.
Gordonsville Poultry Farm Company, Incorporated	Gordonsville, Va.	June 14, 1910.
Graham Amusement Corporation, The	Graham, Va.	August 18, 1908.
Grand Lodge of the Baltimore Union of the United States, The	Portsmouth, Va.	February 14, 1910.
Grasberger Manufacturing Corporation, J. A.	Richmond, Va.	November 16, 1910.
Grayson Merchandise Company, Incorporated	Bealeton, Va.	October 25, 1910.
Greenway Park Corporation	Norfolk, Va.	February 8, 1910.
Hague Town Hall Association, Incorporated	Hague, Va.	October 3, 1903.
Hall-Hosack Company, Incorporated	Norfolk, Va.	December 19, 1910.
Hampton Hotel Company, Incorporated, The	Hampton, Va.	December 28, 1906.
Hampton Park Company, Incorporated	Richmond, Va.	February 16, 1909.
Hampton Roads Realty Corporation	Norfolk, Va.	September 23, 1909.
Hampton Sash and Door Manufacturing Company, The	Hampton, Va.	March 23, 1898.
Hankins Pleasure Club of Norfolk, Va.	Norfolk, Va.	June 30, 1894.
Harding Press, Incorporated, The	Richmond, Va.	January 28, 1910.
Harrison Lumber Company, Incorporated, The	Roanoke, Va.	September 9, 1908.
Hayo-Kola Bottling Company, Incorporated	Suffolk, Va.	April 6, 1910.
Henry County Fair Association, Incorporated, The	Martinsville, Va.	July 14, 1906.
Highland Farm Corporation	Norfolk, Va.	May 25, 1910.
Highland Railway Company	Alexandria, Va.	March 31, 1908.
Hildebrand Realty Corporation	Norfolk, Va.	July 24, 1907.
Hoggard and Company, Incorporated, Claude R.	Norfolk, Va.	April 7, 1910.
Home Liquor Company, Incorporated	Bristol, Va.	October 8, 1909.
Homestead Fire Insurance Corporation	Franklin, Va.	March 25, 1905.
Hot Springs Lumber and Manufacturing Company, Incorporated	Bath county, Va.	June 27, 1903.
Hughes Cafe, Incorporated	Portsmouth, Va.	March 17, 1910.
Huntersville Drug Company, Incorporated	Norfolk, Va.	April 6, 1909.
Imperial Coal and Coke Corporation	Tazewell county, Va.	February 10, 1910.
Imperial Soapstone Corporation	Richmond, Va.	April 14, 1910.
Indian River Poultry Farms, Incorporated	Norfolk, Va.	March 14, 1910.
Industrial Land and Development Company, Incorporated	Norfolk, Va.	February 8, 1906.
International Guarantee and Trust Company	Alexandria, Va.	April 2, 1902.
International Realty and Loan Company, Incorporated	Richmond, Va.	April 19, 1907.
Jefferson Inn Corporation, The	Charlottesville, Va.	November 25, 1910.
Jewish Record Publishing Company, Incorporated, The	Richmond, Va.	March 1, 1910.
Johnson Pickle Co., Incorporated, Mrs. R. J.	Richmond, Va.	July 27, 1910.
Jordan and Davis Company, Incorporated	Norfolk, Va.	January 28, 1909.
Joyner Corporation, The	Pinners Point, Va.	June 3, 1910.
Keefer Publicity Service, Incorporated	Richmond, Va.	June 9, 1910.

Kentucky Timber Corporation.....	Big Stone Gap, Va.....	August 7, 1905.
Kiernan Corporation, J. V.....	Norfolk, Va.....	August 10, 1909.
Kingsport Slate Corporation.....	Bristol, Va.....	January 13, 1910.
Kirkbridge, Incorporated, T. W.....	Roanoke, Va.....	April 22, 1910.
Kirshner Creasing Machine Company, Incorporated.....	Lynchburg, Va.....	November 12, 1909.
Ladies' Hair Goods Association, Incorporated, The.....	Norfolk, Va.....	February 21, 1910.
Lafayette Athletic and Social Club.....	Lamberts Point, Va.....	June 3, 1901.
Lakeside Country Club (formerly The Lakeside Wheel Club).....	Richmond, Va.....	July 25, 1895.
Lee Social and Literary Club of Richmond, Va.....	Richmond, Va.....	May 1, 1902.
Leesburg and Aldie Telephone Company.....	Aldie, Va.....	August 31, 1898.
Lewis-Lankford-Tull Company, Incorporated.....	Wheaton, Va.....	July 7, 1903.
Libby Hill Club, Incorporated.....	Richmond, Va.....	February 7, 1910.
Lindsey Distributing Company, Incorporated, S. E.....	Alexandria, Va.....	July 15, 1910.
Lunenburg Mining Corporation.....	Norfolk, Va.....	February 21, 1910.
Lynchburg Mechanics' Club, The.....	Lynchburg, Va.....	August 10, 1910.
Lynch's Telephone Company.....	Lynch, Va.....	August 7, 1905.
Macnamara Syndicate, Incorporated, The.....	Norfolk, Va.....	December 27, 1905.
Magnolia Social Club.....	Richmond, Va.....	January 24, 1896.
Main Street Development Corporation.....	Norfolk, Va.....	May 20, 1910.
Malloy, Peyton and Co., Incorporated.....	Newport News, Va.....	April 12, 1910.
Marion Contracting and Lumber Co., Incorporated.....	Marion, Va.....	September 12, 1907.
Maryland Realty Syndicate, Incorporated.....	Alexandria, Va.....	April 19, 1910.
Maxim Thermostat Company, Incorporated, The.....	Norfolk, Va.....	March 16, 1910.
Mayo Specialty Manufacturing Company, Incorporated.....	Richmond, Va.....	January 18, 1910.
Mecklenburg Mica and Mining Corporation.....	Petersburg, Va.....	November 19, 1909.
Mercantile Loan and Realty Corporation.....	Roanoke, Va.....	June 21, 1904.
Mercantile Railway Building and Loan Association of Alexandria, Va., The.....	Alexandria, Va.....	January 18, 1899.
Merchants' Motor Delivery Company, Incorporated, The.....	Richmond, Va.....	December 5, 1901.
Military Club of the City of Portsmouth, The.....	Portsmouth, Va.....	October 4, 1894.
Miller Company, Incorporated, The.....	Alexandria, Va.....	January 7, 1904.
Miller-Shoemaker Real Estate Company, The.....	Alexandria, Va.....	November 27, 1901.
Mink Island Oyster Company, Incorporated, The.....	Hampton, Va.....	August 12, 1907.
Moist-Proof Pressed Brick Company, Incorporated.....	Norfolk, Va.....	August 10, 1909.
Monolith Steel Company, Incorporated.....	Alexandria, Va.....	September 26, 1905.
Moody Lumber Company, Incorporated.....	Richmond, Va.....	March 21, 1910.
Moorefield Mercantile Company, Incorporated.....	Danville, Va.....	June 5, 1908.
Morris Supply Company, A. R., The.....	Jetersville, Va.....	January 4, 1902.
Mottu Land and Timber Company, Incorporated.....	Norfolk, Va.....	June 13, 1910.
Name and Address Novelty Corporation, The.....	Petersburg, Va.....	June 25, 1907.
Nansemond Machine Company, Incorporated.....	Suffolk, Va.....	April 19, 1909.
National Auction Company, Incorporated.....	Richmond, Va.....	September 21, 1910.
National Printing and Exhibit Co., Incorporated, The.....	Alexandria, Va.....	April 12, 1907.
New York Fireproof Company of Newport News.....	Newport News, Va.....	August 18, 1902.
New York Orchards Company, Incorporated.....	Alexandria, Va.....	April 19, 1910.
Newport News Fishing Club, Incorporated.....	Newport News, Va.....	March 21, 1905.
Nickel Savings Bank of Richmond, Va., The.....	Richmond, Va.....	May 2, 1896.
Noonandson Realty Corporation.....	Richmond, Va.....	August 2, 1910.
Norfolk Art Company, Incorporated, The.....	Norfolk, Va.....	September 26, 1910.
Norfolk Flour Company.....	Norfolk, Va.....	January 22, 1903.
Norfolk Fruit Company, Incorporated.....	Norfolk, Va.....	February 14, 1907.
Norfolk Highland Grocery Company, Incorporated.....	Norfolk, Va.....	June 9, 1910.
Norfolk Paper Company, Incorporated.....	Norfolk, Va.....	February 6, 1907.
Norfolk Insurance and Realty Corporation.....	Norfolk, Va.....	May 4, 1909.
Norfolk Publishing and Advertising Company, Incorporated.....	Norfolk, Va.....	November 14, 1910.
Norfolk Shook Manufacturing Corporation.....	Norfolk, Va.....	August 17, 1908.
Norfolk Workingmen's Loan Association, Incorporated.....	Norfolk, Va.....	November 12, 1908.
North Carolina Produce Company, Incorporated, The.....	Norfolk, Va.....	December 19, 1910.
North Mt. Vernon Land Company, Incorporated.....	Alexandria, Va.....	June 28, 1910.
Northside Knitting Mills, Incorporated.....	Norfolk county, Va.....	October 4, 1910.
Norton Investment Company, Incorporated.....	Norton, Va.....	March 8, 1910.
Nottingham Realty Company, Incorporated.....	Norfolk, Va.....	December 8, 1910.
Novelty Company of Virginia, Incorporated, The.....	Richmond, Va.....	June 14, 1910.
Ocean Navigation Company, Incorporated.....	Norfolk, Va.....	April 10, 1907.
Ofte Radiator Company, Incorporated (formerly The Patent Fin Hot Water Heating Company of Washington, D. C., Incorporated).....	Alexandria, Va.....	December 27, 1905.
Old Virginia Ham Company, Incorporated.....	Suffolk, Va.....	December 9, 1910.
Oliver Tri-Chromatic Company, Incorporated, The.....	Alexandria, Va.....	May 31, 1910.
Ould Printing Company, Incorporated.....	Lynchburg, Va.....	February 2, 1910.
Oxidise Laboratories, Incorporated.....	Alexandria, Va.....	January 3, 1910.
Paradise Springs Company, Incorporated.....	Alexandria, Va.....	March 3, 1909.
Parrott Department Store No. 1, Incorporated, The.....	Bristol, Va.....	February 21, 1910.
Patrick Lumber Company, Incorporated, G. E.....	Roanoke, Va.....	June 13, 1910.
Pearl Steam Laundry, Incorporated.....	Norfolk, Va.....	January 31, 1907.
People's Music Association of Richmond, Va., Incorporated.....	Richmond, Va.....	March 30, 1909.
People's Real Estate and Investment Co. of Va., Incorporated, The.....	Richmond, Va.....	April 3, 1905.
People's Southern Cent Saving Bank, Incorporated.....	Basic City, Va.....	July 19, 1909.
Petersburg Creamery Company, Incorporated.....	Petersburg, Va.....	September 8, 1910.
Petersburg Decorating Company, Incorporated.....	Petersburg, Va.....	April 13, 1910.

Phoenix Investment Company, Incorporated, The	Roanoke, Va	August 17, 1910.
Piedmont Fruit Corporation	Charlottesville, Va	August 18, 1903.
Piedmont Realty Corporation	Standardsville, Va	November 11, 1910.
Piedmont Spar Company, Incorporated, The	Bedford City, Va	December 10, 1908.
Pine Beach Investment Corporation	Norfolk, Va	May 9, 1906.
Pittsburg-Virginia Coal Corporation	Richmond, Va	October 13, 1910.
Pittsburg-Virginia Development Corporation	Richmond, Va	October 13, 1910.
Pneumatic Tobacco Stemmer Company, The	Alexandria, Va	April 29, 1902.
Poe Invention Corporation, The	Norfolk, Va	April 16, 1909.
Portsmouth Baseball Club Corporation	Richmond, Va	June 7, 1909.
Premium Register Company, Incorporated	Richmond, Va	November 12, 1908.
Prince William Hospital Corporation	Manassas, Va	June 27, 1910.
Princess Anne Manufacturing Corporation	Norfolk, Va	May 2, 1910.
Profit Sharing Co., Incorporated, The	Jetersville, Va	June 10, 1910.
Pulaski Park and Amusement Company, Incorporated	Pulaski, Va	December 29, 1906.
Pure Silix Corporation	Scottsville, Va	April 5, 1910.
Pythian Manufacturing, Produce and Supply Company, Incorporated	Newport News, Va	December 2, 1909.
Rambler Garage and Supply Company, Incorporated	Norfolk, Va	February 14, 1908.
Refix Company, Incorporated, The	Norfolk, Va	May 23, 1910.
Reformers' Mercantile and Industrial Association, The	Richmond, Va	January 7, 1900.
Restone Company, Incorporated, The	Alexandria, Va	May 2, 1910.
Rich Creek Grocery Company, Incorporated, The	Pearisburg, Va	February 4, 1910.
Richmond Electric Blue-Printing Corporation, The	Richmond, Va	February 2, 1910.
Richmond Motor Company, Incorporated	Richmond, Va	March 31, 1910.
Richmond News, The	Richmond, Va	September 19, 1899.
Riverside Residence Company, Incorporated	Norfolk, Va	January 26, 1906.
Roanoke Collection Corporation	Roanoke, Va	March 25, 1910.
Roanoke Copper Company, Incorporated, The	Virgilina, Va	July 28, 1910.
Roanoke Distributing Company, Incorporated	Roanoke, Va	March 1, 1910.
Roanoke Lodge, No. 57, Theatrical Mechanical Association, Incorporated	Roanoke, Va	October 23, 1909.
Roanoke Realty Investment Company, The	Roanoke, Va	May 27, 1910.
Roanoke Storage Warehouse Co., Incorporated	Roanoke, Va	March 17, 1910.
Roanoke Turkish Bath Company, Incorporated, The	Roanoke, Va	March 24, 1910.
Rockingham Industrial School, Incorporated	Harrisonburg, Va	May 4, 1909.
Rockville Hotel Corporation	Manassas, Va	June 3, 1910.
Rogers Realty Corporation	Abingdon, Va	January 3, 1910.
Roller Bearing Company of America, Incorporated	Clarendon, Va	September 27, 1909.
Royal Family, Incorporated, The	Courtland, Va	May 2, 1910.
Rule-Weir Printing Corporation	East Falls, Church Va	January 6, 1910.
Russell Fork Coal and Lumber Company	Richmond, Va	December 22, 1891.
Rye Valley Farm Company, Incorporated	Sugar Grove, Va	February 12, 1909.
St. Charles Supply Company, Incorporated	St. Charles, Va	June 20, 1910.
Savings Bank of the Grand Fountain, United Order of the True Reformers of Virginia	Richmond, Va	March 2, 1888.
Scottsville Creamery Association, Incorporated	Scottsville, Va	November 1, 1909.
Seaboard Auto and Storage Company, Incorporated	Norfolk, Va	April 20, 1910.
Seaboard Laundry Company, Incorporated	Norfolk, Va	August 2, 1909.
Seaboard Timber Company, Incorporated	Norfolk, Va	September 20, 1910.
Security Guarantee and Trust Company, Incorporated	Richmond, Va	April 5, 1910.
Shelton Water Wheel and Machine Company, Incorporated	Richmond, Va	May 20, 1910.
Shenandoah County Telephone Company	Woodstock, Va	July 26, 1897.
Shop of the Craftsmen, Incorporated	Richmond, Va	October 26, 1910.
Short Company, Incorporated, Norman F.	Richmond, Va	January 10, 1905.
Silk Company, Incorporated, Geo., The	Norfolk, Va	May 4, 1909.
Smith River Chair Company, Incorporated	Bassett, Va	January 25, 1905.
Smith Shockbinder Company, Incorporated, The	Richmond, Va	July 16, 1908.
Smith-Woodall-Gruner Lumber Co., Incorporated	Richmond, Va	September 15, 1910.
Smith Company, Incorporated, E. L.	West Point, Va	September 1, 1909.
Smithfield-Battery Park Canning and Manufacturing Co., Incorporated, The	Smithfield, Va	April 15, 1907.
Smithfield Ham Corporation, The	Smithfield, Va	November 14, 1910.
South Norfolk Box and Foundry Corporation	South Norfolk, Va	March 17, 1910.
Southern Box Company, Incorporated, The	Norfolk, Va	March 9, 1907.
Southern Branch Development Corporation	Norfolk, Va	June 9, 1910.
Southern Expanded Metal Company, The	Alexandria, Va	March 12, 1896.
Southern Farm Products Company, Incorporated, The	Norfolk, Va	December 11, 1908.
Southern Hospital and Dispensary Corporation	Richmond, Va	December 6, 1910.
Southern Land and Realty Co., Incorporated	Richmond, Va	March 30, 1910.
Southern Realty Company, Incorporated	Alexandria, Va	March 16, 1910.
Southern Savings Life and Accident Insurance Company, Incorporated	Norfolk, Va	February 3, 1906.
Southern Wall Paper Company, Incorporated	Richmond, Va	September 22, 1910.
Southland Publishing Corporation	Norfolk, Va	March 16, 1910.
Specialty Construction Company, Incorporated	Norfolk, Va	November 18, 1905.
Spencer Shoe Company, Incorporated	Lynchburg, Va	August 19, 1909.
Spiral Tent and Anchor Pin Company, Incorporated, The	Wytheville, Va	July 8, 1910.
Standard Horse and Mule Corporation	Norfolk, Va	January 28, 1909.
Standard Nitrogen Company of Virginia, Incorporated	Richmond, Va	March 28, 1910.
Staunton Board of Trade	Staunton, Va	December 1, 1899.
Strasburg Manufacturing Company, Incorporated	Suffolk, Va	December 14, 1910.
Students' Tea Company, Incorporated, The	Richmond, Va	June 14, 1910.

Suffolk Home Beneficial Association.....	Suffolk, Va.....	November 11, 1901.
Supreme National Lodge of the Royal Fraternity, The.....	Roanoke, Va.....	May 12, 1916.
Tablet Social Corporation.....	Pine Beach, Va.....	May 6, 1909.
Tanner and Company, Incorporated, J. T.....	Norfolk, Va.....	July 29, 1910.
Tatterson, Incorporated, E.....	Norfolk, Va.....	February 24, 1910.
Thurston Company, Incorporated, W. C., The.....	Port Norfolk, Va.....	May 13, 1910.
Tidewater Distilling Company, Incorporated.....	Bowers Hill, Va.....	August 11, 1909.
Truelove Distilling Company, Incorporated.....	Portsmouth, Va.....	June 22, 1908.
Two Little Tailors, Incorporated.....	Norfolk, Va.....	July 3, 1908.
Union Benefit Society, Incorporated.....	Richmond, Va.....	March 5, 1900.
Union Manufacturing Company, Incorporated.....	Burkeville, Va.....	March 4, 1907.
Union Stock Yard Company.....	Norfolk county, Va.....	August 7, 1900.
United Aid Insurance Company (formerly United Aid and Insurance Company).....	Richmond, Va.....	September 17, 1894.
United Candy Stands Company, Incorporated.....	Norfolk, Va.....	August 3, 1910.
United Order of Mutual Relief Association and Courts of Vindication, Incorporated, The.....	Bedford county, Va.....	November 21, 1904.
Valdez-Yukon Railroad Company.....	Norfolk, Va.....	May 31, 1904.
Valley Supply Company, Incorporated.....	Roanoke, Va.....	December 14, 1909.
Virginia Beach Battery Ducking Club, Incorporated.....	Norfolk, Va.....	July 13, 1909.
Virginia Box and Column Company, Incorporated.....	Altavista, Va.....	February 4, 1910.
Virginia Breeding and Training Association, Incorporated.....	Roanoke, Va.....	February 16, 1906.
Virginia-Carolina Realty Corporation, The.....	Norfolk, Va.....	January 13, 1908.
Virginia China Company, Incorporated, The.....	Roanoke, Va.....	January 4, 1906.
Virginia Directory and Printing Company, Incorporated.....	Roanoke, Va.....	March 25, 1910.
Virginia Finance and Realty Corporation.....	Covington, Va.....	September 18, 1907.
Virginia Implement and Hardware Company, Incorporated.....	South Boston, Va.....	June 17, 1909.
Virginia Investments Company, Incorporated.....	Suffolk, Va.....	April 18, 1907.
Virginia Realty Title Corporation, The.....	Rosslyn, Va.....	May 9, 1906.
Virginia Remedy Company, Incorporated.....	Richmond, Va.....	April 26, 1910.
Virginia Rug and Drugget Company, Incorporated.....	Richmond, Va.....	January 17, 1906.
Virginia Safe Deposit and Trust Corporation.....	Alexandria, Va.....	February 24, 1904.
Virginia Sand Company, Incorporated (formerly The Grant Supply Company, a Corporation).....	Roanoke, Va.....	July 10, 1906.
Virginia Slate Company, Incorporated, The.....	Arvonias, Va.....	April 24, 1906.
Virginia Western Railway Company, The.....	Clifton Forge, Va.....	November 24, 1909.
Virginia White Leghorn Company, Incorporated.....	Catlett, Va.....	February 18, 1910.
Walton and Company, Incorporated.....	Norfolk, Va.....	August 17, 1908.
Walton & Co., Incorporated, C. C., Jr.....	Norfolk, Va.....	December 13, 1908.
Ware-Kramer Tobacco Company, Incorporated.....	Norfolk, Va.....	June 7, 1906.
Washington and Virginia Transit Company, The.....	Glencarlyn, Va.....	July 7, 1905.
Waters and Son, Incorporated, S. D.....	Alexandria, Va.....	January 8, 1909.
Welfare, Incorporated, A.....	Norfolk, Va.....	October 26, 1910.
West End Social Union.....	Richmond, Va.....	September 8, 1908.
Westover Sales Corporation, The.....	Norfolk, Va.....	March 26, 1908.
White Oak Mineral Springs, Incorporated.....	Norfolk, Va.....	September 8, 1906.
Whitlock-Hanson Pump Dredge Company.....	Richmond, Va.....	March 6, 1900.
Wilburn Bros. and Levy Incorporated.....	Richmond, Va.....	October 10, 1910.
Williams Fuel Savings Power Company, Incorporated, The.....	Middleburg, Va.....	December 23, 1907.
Williamsburg Knitting Mill Company.....	Williamsburg, Va.....	March 26, 1900.
Willis-Woodhouse Grocery Company, Incorporated.....	Norfolk, Va.....	January 18, 1910.
Wise Cigar Company, Incorporated, E. T.....	Suffolk, Va.....	July 22, 1910.
Wood-Westbrook Company, Incorporated.....	Petersburg, Va.....	September 11, 1907.
Worth Manufacturing Company, Incorporated.....	Richmond, Va.....	June 7, 1910.
Wytheville Mercantile Company, Incorporated (formerly Owens, Wood and Hatcher, Incorporated).....	Wytheville, Va.....	March 18, 1908.

FOREIGN CORPORATIONS.

NAME	STATE	AUTHORITY ISSUED
Augusta Electric Company.....	New Jersey.....	June 9, 1904.
Big Vein Pocahontas Coal Co.....	West Virginia.....	April 29, 1909.
Bluemont Land and Improvement Co.....	District of Columbia.....	September 16, 1903.
Brotherhood Accident Co.....	Massachusetts.....	April 18, 1904.
Chicago Building and Manufacturing Co., The.....	Illinois.....	April 1, 1909.
Columbus Zinc Mining Corporation, The.....	Arizona.....	January 25, 1906.
Colonel Francis Ferrari's Trained Wild Animal Arena Co.....	New York.....	January 2, 1909.
Graceland Farm and Land Co.....	New York.....	September 2, 1910.
Grand Council of the Daughters of the Improved, Benevolent and Protective Order of Elks of the World, The.....	Ohio.....	March 18, 1908.
Home Building and Realty Co.....	North Carolina.....	August 22, 1910.
Inter City Realty Co.....	New York.....	April 6, 1905.
Menter and Rosenbloom Co.....	New York.....	May 5, 1909.
Metal Manufacturing Company.....	New Jersey.....	November 26, 1909.
National Grand Tabernacle of the Grand United Order of Galilean Fishermen of the United States of Baltimore City, The.....	Maryland.....	November 26, 1909.
New River Sandstone Brick Co.....	West Virginia.....	April 20, 1904.
Nottoway River Lumber Co.....	Pennsylvania.....	January 10, 1910.

ANNUAL REPORT OF

Rochester Boiler Compound Co.	New York	September 30, 1910.
Southern States Telephone Co. of Baltimore City, The	Maryland	March 26, 1904.
Thrift Building Co.	South Dakota	October 11, 1909.
Union Fraternal League	Massachusetts	March 20, 1908.

ROBERT R. PRENTIS, *Chairman*,
WM. F. RHEA,
J. RICHARD WINGFIELD, } *Commissioners.*

Attest: R. T. WILSON, *Clerk.*

Certified to the Superintendent of Public Printing for publication once a week for four successive weeks in a newspaper published in the city of Richmond, Virginia. The first publication to be made on Friday, August 20, 1913, by order of the State Corporation Commission.

R. T. WILSON, *Clerk*

Richmond, Va., August 22, 1913.

CORPORATIONS DISSOLVED AND FRANCHISES SURRENDERED DURING 1913.

NAME	LOCATION	DATE OF DISSOLUTION
Acme Plumbing Company, Incorporated.....	Richmond, Va.....	October 23, 1913.
Alberta Development Corporation.....	Alberta, Va.....	June 6, 1913.
Alberta Realty and Insurance Agency, Incorporated.....	Alberta, Va.....	June 6, 1913.
Anti-Choleric Stock Remedy Corporation.....	Norfolk, Va.....	July 30, 1913.
Appleridge Telephone Association Limited.....	Winchester, Va.....	January 7, 1913.
Arlington Liquor Company, Incorporated.....	Alexandria, Va.....	May 22, 1913.
Aronheim Liquor Company, Incorporated.....	Roanoke, Va.....	September 23, 1913.
Arvonis Slate Company, Incorporated.....	Lynchburg, Va.....	October 17, 1913.
Atlantic Park Corporation.....	Norfolk, Va.....	August 29, 1913.
Atlantic Spring Bed Company, Incorporated.....	Norfolk, Va.....	December 31, 1913.
Atwood Gunning Club, Incorporated.....	Norfolk, Va.....	November 11, 1913.
Augusta In-Door Fair, Incorporated.....	Staunton, Va.....	September 8, 1913.
J. M. Aydlett and Company, Incorporated.....	Norfolk, Va.....	December 10, 1913.
Bank of Boykins, Incorporated.....	Boykins, Va.....	November 18, 1913.
Bank of Rural Retreat, Incorporated, The.....	Rural Retreat, Va.....	July 5, 1913.
Bath Alum Springs Sanitarium, Incorporated.....	Bath County, Va.....	December 31, 1913.
Beaver Dam Manufacturing Company, Incorporated.....	Damascus, Va.....	April 11, 1913.
Belle Haven Land and Improvement Company, Incorporated.....	Belle Haven, Va.....	December 20, 1913.
Belleme-Jones Hotel Corporation.....	Norfolk, Va.....	April 21, 1913.
Belvidere Land Company, Incorporated, The.....	Roanoke, Va.....	March 13, 1913.
Berkley Foundry and Structural Company, Incorporated.....	Norfolk, Va.....	December 23, 1913.
Black and Co., L., Incorporated.....	Lexington, Va.....	March 26, 1913.
Black Rock Springs Company, Incorporated.....	Augusta County, Va.....	December 31, 1913.
Blanchard, F. T. Company, The.....	Bristol, Va.....	May 15, 1913.
Blue Ridge Furnace Company, Incorporated, The.....	Roanoke, Va.....	August 15, 1913.
Bolling Corporation, The.....	Bristol, Va.....	March 28, 1913.
Boswell-Horner Company, Incorporated.....	Burkeville, Va.....	December 13, 1913.
Boulevard Land and Improvement Company, Incorporated.....	Richmond, Va.....	February 11, 1913.
Bowen Liquor Company, Incorporated.....	Richmond, Va.....	January 15, 1913.
Boyd Baking Powder Co., Incorporated.....	Richmond, Va.....	December 31, 1913.
Boykins Buggy Company, Incorporated.....	Boykins, Va.....	December 5, 1913.
Brambleton Grocery Company, Incorporated, The.....	Norfolk, Va.....	December 24, 1913.
Bristol Loan Company, Incorporated.....	Bristol, Va.....	Sept. 19, 1913.
Brookneal Bridge Company, Incorporated.....	Brookneal, Va.....	December 5, 1913.
Brookneal Feed and Seed Company, Incorporated.....	Brookneal, Va.....	December 31, 1913.
Buchanan Hardware Company, Incorporated, The.....	Buchanan, Va.....	February 19, 1913.
Buena Vista Light and Power Co.....	Buena Vista, Va.....	August 11, 1913.
Builders Exchange Exhibit Company, Incorporated, The.....	Alexandria, Va.....	December 13, 1913.
Burdette Land, Lumber and Coal Company, Incorporated The.....	Alexandria, Va.....	March 3, 1913.
Burkeville Mercantile Company, Incorporated.....	Burkeville, Va.....	September 30, 1913.
Caldwell-Dulaney Company, Incorporated, The.....	Bristol, Va.....	August 11, 1913.
Carolina Southern Construction Company, Incorporated.....	Lynchburg, Va.....	October 2, 1913.
Caskie Hardware Co., Incorporated, The.....	Remington, Va.....	July 16, 1913.
Central Boarding and Livery Company, Incorporated.....	Richmond, Va.....	March 26, 1913.
Cheek Springs Motor Company, Incorporated, The.....	Alexandria, Va.....	August 14, 1913.
Chesapeake and Blue Ridge Railroad Company, The.....	Alexandria, Va.....	April 7, 1913.
Chesapeake Seashore Corporation.....	Norfolk, Va.....	March 5, 1913.
Christiansburg Electrical Company.....	Christiansburg, Va.....	May 31, 1913.
Citizens Building and Loan Association of Newport News, Va.....	Newport News, Va.....	December 2, 1913.
Clairborne Mining Company, Incorporated.....	Roanoke, Va.....	December 31, 1913.
Clarksville Fraternal and Benefit Corporation, The.....	Clarksville, Va.....	March 26, 1913.
Collins-Cornick Corporation.....	Norfolk, Va.....	February 21, 1913.
Colonial Pleasure Club.....	Richmond, Va.....	February 12, 1913.
Contractors' Supply Company, Incorporated.....	Norfolk, Va.....	May 12, 1913.
Covington Light and Power Company.....	Covington, Va.....	August 11, 1913.
Crockin, Nathan, Incorporated.....	Norfolk, Va.....	July 5, 1913.
Cruse, J. L. Company, Incorporated.....	Danville, Va.....	June 13, 1913.
Damascus Telephone Association.....	Damascus, Va.....	December 17, 1913.
Danville Lodge No. 952 Loyal Order of Moose, Incorporated.....	Danville, Va.....	April 21, 1913.
Diamond Liquor Corporation.....	Portsmouth, Va.....	October 20, 1913.
Draper Benevolent Society.....	Draper, Va.....	May 31, 1913.
Eggleston Produce and Commission Company, Incorporated.....	Eggleston, Va.....	November 21, 1913.

Eidson Live Stock Company of Boyce, Va., Incorporated	Boyce, Va.	January 29, 1913.
Elizabeth City County Fair Association, Incorporated	Hampton, Va.	February 25, 1913.
Emporia Wine Company, Incorporated, The	Emporia, Va.	May 21, 1913.
Eureka Development Corporation	Norfolk, Va.	June 6, 1913.
Farmers Beneficial and Home Endowment Society of Virginia, The	Fredericksburg, Va.	December 31, 1913.
Farmers and Merchants Banking and Trust Company, Incorporated, of Leesburg, Virginia, The	Leesburg, Va.	May 9, 1913.
Farmers Storage and Inspection Warehouse, Incorporated	Danville, Va.	December 8, 1913.
Farmville Creamery Association, Incorporated	Farmville, Va.	December 31, 1913.
Fentress Transfer Company, Incorporated	Fentress, Va.	June 26, 1913.
Flag and Eagle Social Club	Richmond, Va.	February 12, 1913.
Flickwir, David W., Incorporated	Roanoke, Va.	December 31, 1913.
Forbes-Hall Construction Company, Incorporated	Norfolk, Va.	October 18, 1913.
Franklin Female Seminary Company	Franklin, Va.	December 2, 1913.
Fravel Sash and Door Company, Incorporated	Harrisonburg, Va.	April 17, 1913.
Frederick Telephone Company	Winchester, Va.	December 24, 1913.
Fredman-Kohen Company, Incorporated	Roanoke, Va.	April 5, 1913.
Friedlin-Cleaton Company, Incorporated	Portsmouth, Va.	December 31, 1913.
Galax Land Company, Incorporated, The	Galax, Va.	November 19, 1913.
Gibboney Sand Bar Company, Incorporated, The	Berton, Va.	December 31, 1913.
Graydon Park Company	Norfolk, Va.	November 11, 1913.
Growers Manufacturing Company, Incorporated	Norfolk, Va.	November 10, 1913.
Gwathmey Engineering Company, Incorporated	Norfolk, Va.	December 24, 1913.
Harrisonburg Garage, Incorporated	Harrisonburg, Va.	January 9, 1913.
Heller Brothers, Incorporated	Bristol, Va.	January 29, 1913.
Highland Springs Building and Loan Association, Incorporated	Highland Springs	October 31, 1913.
Hotel Corporation of Norfolk	Norfolk, Va.	April 1, 1913.
Interior Mining Company, Incorporated	Roanoke, Va.	August 15, 1913.
Investors Corporation of Richmond, Virginia, The	Richmond, Va.	May 28, 1913.
Ivey and Walsh, Incorporated	Abingdon, Va.	December 31, 1913.
James River Investment Company	Norfolk, Va.	December 6, 1913.
Jennings Produce Co., Incorporated	Rural Retreat, Va.	December 16, 1913.
Jewel Fruit Company, Incorporated	Lynchburg, Va.	April 8, 1913.
Keen, Albert M., Incorporated, Merchants Tailors	Alexandria, Va.	November 12, 1913.
Kenbridge Gas and Light Company, The	Kenbridge, Va.	March 1, 1913.
Keystone Supply Company	Richmond, Va.	June 20, 1913.
Lafayette Liquor Company, Incorporated, The	Portsmouth, Va.	March 15, 1913.
Lake Drummond Transportation Company	Norfolk, Va.	November 11, 1913.
Lankford & Co., F. A., Incorporated	Cloverdale, Va.	February 19, 1913.
LaNormandie Hotel Company	Alexandria, Va.	January 29, 1913.
Lazarus-Goodman Company, Incorporated	Roanoke, Va.	February 21, 1913.
Lawrenceville Brick and Tile Company, Incorporated	Norfolk, Va.	December 2, 1913.
Lee Apartments, Incorporated, The	Richmond, Va.	April 25, 1913.
Lee Brothers Company, Incorporated	Emporia, Va.	April 30, 1913.
Local Law Book Co., Incorporated	Richmond, Va.	March 31, 1913.
Louvre, Incorporated, The	Norfolk, Va.	March 1, 1913.
Lucas Company, (Inc.), The	Norfolk, Va.	April 24, 1913.
Lyric Company, Incorporated	Norfolk, Va.	December 9, 1913.
Maclin-Zimmer Tobacco Company, Incorporated	Petersburg, Va.	December 31, 1913.
McKinney, John T., Construction Company, Incorporated	Lynchburg, Va.	November 12, 1913.
Magee Chlorinated Lithia Springs Water Company, Incorporated, The	Clarksville, Va.	April 16, 1913.
Manassas Industrial School for Colored Youth, The	Manassas, Va.	July 1, 1913.
Maryland Liquor Company, Incorporated	Portsmouth, Va.	March 29, 1913.
Mason Knob Orchard Corporation	Roanoke, Va.	March 1, 1913.
Meen and Kinner, Incorporated	Lynchburg, Va.	March 26, 1913.
Mehlin and Kroeger Piano Company, The	Roanoke, Va.	September 26, 1913.
Memorial Hospital Corporation	Richmond, Va.	December 22, 1913.
Mercantile Improvement Corporation	Norfolk, Va.	February 10, 1913.
Merchants Corporation, The	Norfolk, Va.	December 13, 1913.
Merchants and Mechanics Savings Bank, Incorporated	Alexandria, Va.	January 13, 1913.
Michigan Motor Branch of Va., Incorporated	Norfolk, Va.	December 31, 1913.
Monroe Lumber Company, Incorporated	Crystal Hill, Va.	December 5, 1913.
N. Y. S. and S. Mfg. Co., Incorporated	Norfolk, Va.	December 31, 1913.
New Shirley Hotel, Incorporated, The	Petersburg, Va.	July 11, 1913.
Norfolk County Timber Corporation	Norfolk, Va.	December 2, 1913.
Norfolk Installment Land Company	Norfolk, Va.	September 24, 1913.
Norfolk Realty Corporation	Norfolk, Va.	October 31, 1913.
Norfolk Woodworking Machinery Company, Incorporated	Norfolk, Va.	February 3, 1913.
Norfolk Yarn Mills	Norfolk, Va.	December 31, 1913.
Norris-Wilcox Company, Incorporated	Waverly, Va.	March 3, 1913.
North Side Mutual Building and Loan Association	Henrico county, Va.	May 21, 1913.
Oakes Lumber Company, Incorporated	Gladys, Va.	September 11, 1913.
Office Specialty Company, Incorporated, The	Richmond, Va.	February 21, 1913.
Old Buck Guano Company, Incorporated	Richmond, Va.	October 13, 1913.
One Buggy Company, Incorporated, The	Suffolk, Va.	July 13, 1913.
Overland Sales Company, Incorporated	Petersburg, Va.	March 28, 1913.
Patterson, R. A., Tobacco Company	Richmond, Va.	July 21, 1913.
Paxton Manufacturing Company, Incorporated	Bristol, Va.	July 2, 1914.
Payne, George W., Co., Incorporated	Roanoke, Va.	December 13, 1913.
Peanut Growers Association of Virginia, Incorporated, The	Dendron, Va.	April 11, 1913.

Peerless Manufacturing Company, Incorporated.....	Roanoke, Va.....	October 10, 1913.
Peoples Realty Investment Corporation, The.....	Roanoke, Va.....	March 1, 1913.
Portsmouth and Cornland Telephone Company.....	Norfolk County.....	December 31, 1913.
Pound River Coal Corporation.....	Bristol, Va.....	July 3, 1913.
Privett and Company, L., Incorporated.....	Portsmouth, Va.....	November 28, 1913.
Privett, Howe Company, Incorporated.....	Norfolk county, Va.....	November 28, 1913.
Rappahannock Marine Railway Company, Incorporated, The.....	Weems, Va.....	February 15, 1913.
Republic Utilities Corporation.....	Richmond, Va.....	November 20, 1913.
Retail Co-operative Stores, Incorporated.....	Big Stone Gap, Va.....	December 31, 1913.
Richmond Novelty Machine Corporation.....	Richmond, Va.....	December 31, 1913.
Richmond Tuxedo, Incorporated, The.....	Richmond, Va.....	December 23, 1913.
Richmond Yacht Club.....	Richmond, Va.....	January 21, 1913.
Roanoke County Telephone Company, The.....	Roanoke, Va.....	October 7, 1913.
Roanoke Electric Light and Power Company.....	Alexandria, Va.....	January 10, 1913.
Roanoke Motor Car Company, Incorporated.....	Roanoke, Va.....	January 15, 1913.
Rockbridge Power Corporation.....	Lexington, Va.....	August 11, 1913.
Romm and Grazeck, Incorporated.....	Richmond, Va.....	March 1, 1913.
Rosemont Orchard Corporation.....	Winchester, Va.....	December 31, 1913.
Ryalls Machine Company, Incorporated.....	Charlottesville, Va.....	August 14, 1913.
Sandy Point Hunting Club, Incorporated.....	Richmond, Va.....	September 10, 1913.
Shanmont Realty Company, Incorporated, The.....	Richmond, Va.....	April 30, 1913.
Shoffner Liquor Company, Incorporated.....	Danville, Va.....	July 21, 1913.
Sloes Liquor Company, Incorporated.....	Emporia, Va.....	September 24, 1913.
Smith Bros. Furniture and Casket Co., Incorporated, The.....	Clifton Forge, Va.....	March 13, 1913.
Smith's Ideal Range Corporation.....	Lawrenceville, Va.....	May 6, 1913.
Southampton Bridge Corporation.....	Richmond, Va.....	March 4, 1913.
Southern Brick Company, Incorporated.....	Fredericksburg, Va.....	December 17, 1913.
Southern Engineering and Construction Company, In- corporated.....	Alexandria, Va.....	June 24, 1913.
Staunton Cooperage Company, Incorporated.....	Staunton, Va.....	October 31, 1913.
Staunton Gas Company, The.....	Staunton, Va.....	January 24, 1913.
Sterling Manufacturing Company, Incorporated, The.....	Staunton, Va.....	October 20, 1913.
Strole Drug Co., Incorporated.....	Norfolk, Va.....	May 31, 1913.
Suffolk Produce Company, Incorporated, The.....	Suffolk, Va.....	April 14, 1913.
Tazewell Hotel Corporation.....	Tazewell, Va.....	February 3, 1913.
Terry Building Company.....	Roanoke, Va.....	February 13, 1913.
Thomas Drug Company, Incorporated.....	Danville, Va.....	March 1, 1913.
Times-Dispatch Company, The.....	Richmond, Va.....	December 2, 1913.
Totusky Canning Company, Incorporated.....	Warsaw, Va.....	January 9, 1913.
Totz, Louis Company, Incorporated, The.....	Bristol, Va.....	March 28, 1913.
Trent Hardware Company, Incorporated.....	West Point, Va.....	April 3, 1913.
Troutdale Lumber Company, Incorporated.....	Troutdale, Va.....	February 20, 1913.
Truitt-Savage Company, Incorporated, The.....	Norfolk, Va.....	August 22, 1913.
Union Supply Company, Incorporated.....	Pennington Gap, Va.....	October 2, 1913.
United Order of Mutual Relief Association.....	Bedford City, Va.....	February 4, 1913.
Universal Decorating Company, Incorporated.....	Norfolk, Va.....	January 27, 1913.
Valley Building and Loan Association.....	Woodstock, Va.....	January 15, 1913.
Varni-Shine Polish Company, Incorporated.....	Richmond, Va.....	December 31, 1913.
Vaughan-Ware Tobacco Company, Incorporated.....	Richmond, Va.....	November 5, 1913.
Victoria Metal Company, Incorporated.....	Richmond, Va.....	April 8, 1913.
Victoria Pyrite Mines, Incorporated, The.....	Fredericksburg, Va.....	January 13, 1913.
Virginia-Carolina Distributing Company, Incorporated.....	Suffolk, Va.....	February 19, 1913.
Virginia-Carolina and Southern Railway Company.....	Abingdon, Va.....	March 17, 1913.
Virginia Garage Corporation.....	Roanoke, Va.....	October 13, 1913.
Virginia Progressive Publishing Corporation.....	Lynchburg, Va.....	December 31, 1913.
Virginia-Western Electric Company.....	Clifton Forge, Va.....	August 26, 1913.
Walker, J. K. Cigar Manufacturing Company, Incor- porated.....	Bedford city, Va.....	January 23, 1913.
Weill, Paul Grocery and Liquor Company, Incorporated.....	Richmond, Va.....	November 28, 1913.
Westover Heights Company, Incorporated.....	Lynchburg, Va.....	May 14, 1913.
Wheler, J. R. Sons Company, Incorporated.....	Norfolk, Va.....	December 31, 1913.
Wilkinson Lumber Company, Incorporated, The.....	Bristol, Va.....	December 24, 1913.
Wilson, Alexander, Company, Incorporated.....	Petersburg, Va.....	March 4, 1913.
Winchester Building and Loan Corporation, The.....	Winchester, Va.....	February 1, 1913.
Winchester and Jordan Springs Telephone Company.....	Winchester, Va.....	July 25, 1913.
Winfree, Edw. R. and Co., Incorporated.....	Richmond, Va.....	March 14, 1913.
Young America Gold Mining Company.....	Richmond, Va.....	March 12, 1913.

FOREIGN CORPORATIONS WHICH SURRENDERED THEIR CERTIFICATES OF AUTHORITY TO DO BUSINESS IN VIRGINIA DURING 1913.

NAME	STATE	DATE
Alart and McGuire Company.....	New York.....	March 5, 1913.
American Writing Machine Company.....	New York.....	February 14, 1913.
Chattanooga Brewing Company.....	Tennessee.....	November 3, 1913.
Diamond Rubber Company of New York, The.....	New York.....	September 12, 1913.

Employers' Indemnity Company of Philadelphia, The	Pennsylvania	December 12, 1913.
Fairbanks, Morse and Company, of New York	New York	March 20, 1913.
Ferguson, John W. Company	New Jersey	March 7, 1913.
Franklin Insurance Company	U. S. A.	April 3, 1913.
Greensboro Life Insurance Company	North Carolina	February 13, 1913.
Holston Extract Company	Tennessee	March 26, 1913.
Kelly Handle Company	West Virginia	March 6, 1913.
Laing Mining Company	West Virginia	April 23, 1913.
Magnetic Pigment Company	New York	March 15, 1913.
Maryland Motor Car Insurance Company, The	Maryland	February 11, 1913.
McClintic-Marshall Construction Company	Pennsylvania	December 23, 1913.
Pearson, J. C., Company	Maine	August 14, 1913.
Pennsylvania Realty Company	Kentucky	September 23, 1913.
Pulaski Mining Company	New Jersey	December 16, 1913.
Security Life and Annuity Company of Greensboro, N. C.	Norfolk Carolina	February 19, 1913.
Southern Pocahontas Coal Company	Kentucky	December 26, 1913.
Stacy Manufacturing Company, The	Ohio	January 28, 1913.
Tennessee Indemnity Company, The	Tennessee	March 1, 1913.
United Cigar Stores Company	Alabama	January 18, 1913.
Virginia Kid Works	New York	January 21, 1913.
Western and Atlantic Fire Insurance Company, The	Tennessee	October 30, 1913.
White Oak Coal Company, The	West Virginia	July 30, 1913.
Wiley, Harker and Camp Company	Delaware	March 10, 191

LIST OF PROXIES AND DIRECTORS AS OF DECEMBER 31, 1913.

**Appointed by State Corporation Commission for Works in
which the State Holds Stock.**

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY.

NAME	RESIDENCE	DATE OF APPOINTMENT
J. Taylor Ellyson.....	Richmond, Va.....	Director... June 29, 1910
John B. Purcell.....	Richmond, Va.....	Proxy..... December 13, 1913
E. D. Cole.....	Fredericksburg, Va.....	Proxy..... December 13, 1913
James Mann.....	Norfolk, Va.....	Proxy..... December 13, 1913
W. E. Carson.....	Riverton, Va.....	Proxy..... June 29, 1910
E. V. Barley.....	Fincastle, Va.....	Proxy..... December 13, 1913
R. B. Davis.....	Petersburg, Va.....	Proxy..... December 13, 1913

BERRYVILLE TURNPIKE COMPANY.

J. E. Barrett.....	Berryville, Va.....	Director... February 7, 1911
H. W. Shepherd.....	Berryville, Va.....	Director... February 7, 1911
T. B. Hardesty.....	Berryville, Va.....	Director... February 7, 1911
Conrad Rownslar.....	Berryville, Va.....	Proxy..... February 7, 1911
Thomas D. Gold.....	Berryville, Va.....	Proxy..... February 7, 1911
James W. Foley.....	Berryville, Va.....	Proxy..... February 7, 1911
John Gaunt.....	Berryville, Va.....	Proxy..... February 7, 1911

MILLWOOD AND BERRYVILLE TURNPIKE COMPANY.

F. B. Whiting.....	Berryville, Va.....	Director... February 7, 1911
Geo. H. Levi.....	Berryville, Va.....	Director... February 7, 1911
Wm. F. Randolph.....	Millwood, Va.....	Director... February 7, 1911
George H. Burwell.....	Millwood, Va.....	Proxy..... July 22, 1912
Thomas H. Burwell.....	Millwood, Va.....	Proxy..... July 22, 1912.
I. K. Briggs.....	Briggs P. O., Va.....	Proxy..... July 22, 1912
J. R. Grigsby.....	Berryville, Va.....	Proxy..... July 22, 1912
Charles Levi.....	Briggs P. O., Va.....	Proxy..... July 22, 1912
James F. Kerfoot.....	Berryville, Va.....	Proxy..... July 22, 1912

MOUNT JACKSON AND HOWARDS LICK TURNPIKE CO.

E. L. Hammon.....	R. F. D. No. 1, Mt. Jackson, Va.....	Director... July 17, 1906
Monroe Funkhouser.....	Woodstock, Va.....	Director... July 17, 1906
Erasmus Bayse.....	Orkney Springs, Va.....	Director... March 7, 1913
M. L. Walton.....	Woodstock, Va.....	Proxy..... July 17, 1906
J. G. Neff.....	Mt. Jackson, Va.....	Proxy..... July 17, 1906
H. S. Wunder.....	Mt. Jackson, Va.....	Proxy..... July 17, 1906

VALLEY TURNPIKE COMPANY.

G. H. Harrison.....	New Market, Va.....	Director... July 30, 1909
H. B. Sproul.....	Staunton, Va.....	Director... June 18, 1912
G. R. Estham.....	Keezletown, Va.....	Director... July 30, 1909
E. W. Carpenter.....	Harrisonburg, Va.....	Director... July 30, 1909

VALLEY TURNPIKE COMPANY—CONTINUED.

Wm. H. Moorman	Ft. Defiance, Va.	Director	July 30, 1909
Richard E. Byrd	Winchester, Va.	Proxy	July 30, 1909
Robert M. Ward	Winchester, Va.	Proxy	July 20, 1908
Edward Echols	Staunton, Va.	Proxy	July 30, 1909.
M. L. Walton	Woodstock, Va.	Proxy	July 30, 1909
F. S. Tavenner	Woodstock, Va.	Proxy	July 30, 1909
George B. Keezell	Keezletown, Va.	Proxy	July 30, 1909
P. B. F. Good	Montevideo, Va.	Proxy	July 20, 1908

WARM SPRINGS AND HARRISONBURG TURNPIKE COMPANY.

Capt. J. A. Herring	Bridgewater, Va.	Director	September 4, 1907
J. N. Wilson	Bridgewater, Va.	Director	September 4, 1907
H. J. Wise	Bridgewater, Va.	Director	September 4, 1907
D. C. Graham	Bridgewater, Va.	Director	September 4, 1907
Dr. J. G. Minor	Bridgewater, Va.	Proxy	September 4, 1907
Jos. M. Kagey	Dayton, Va.	Proxy	September 4, 1907
E. X. Miller	Bridgewater, Va.	Proxy	September 4, 1907

WINCHESTER AND BERRY'S FERRY TURNPIKE CO.

R. P. Whiting	Boyce, Va.	Director	February 7, 1911
R. Gray Williams	Winchester, Va.	Director	February 7, 1911
M. L. P. Reed	Boyce, Va.	Director	February 7, 1911
J. L. Carper	Boyce, Va.	Proxy	February 7, 1911
George B. Harrison	Boyce, Va.	Proxy	February 7, 1911

REPORT OF CHIEF BANK EXAMINER.

OFFICE OF THE STATE CORPORATION COMMISSION BANKING DIVISION

CITY OF RICHMOND, *December 31, 1913.*

To the Honorable State Corporation Commission, Richmond, Virginia:

SIRS:

I have the honor to transmit herewith a report of the work done by the Banking Division of the State Corporation Commission from January 1, 1913, to December 31, 1913, and beg to attach hereto statements showing the aggregate resources and liabilities of State banks on November 26, 1912, February 4, 1913, on April 4, 1913, on June 4, 1913, on August 9, 1913, and on October 21, 1913; a statement giving a list of State banks in existence on October 21, 1913, together with the names of the president and cashier of each institution, the authorized maximum and authorized minimum capital stock provided for by their charters, and a statement showing certain miscellaneous statistics relating to State banks generally, as of October 21, 1913.

In pursuance of the requirements contained in section 1169 of the Code, the Banking Division has made, between January 1, 1913 and December 31, 1913, a total of 268 examinations, which number comprises the examination of 258 separate and distinct banking corporations, and ten branches.

NEW STATE BANKS.

During the year 1913, charters were issued to the following banks: and, after having been duly examined by me, as required by section 1155-d of the Code, and it having been ascertained that all the provisions of law had been complied with, and the amount of capital required by statute paid in, the State Corporation Commission issued to each a certificate authorizing the institution to commence the banking business:

State Bank of Remington, Incorporated.....	Remington
United Loan and Trust Company, Incorporated.....	Lynchburg
The Radford State Bank, Incorporated.....	Radford
Bank of Dungannon, Incorporated.....	Dungannon
Bank of Union Level, Incorporated.....	Union Level
The Farmers Exchange Bank of Nickelsville, Incorporated.....	Nickelsville
The Bank of Big Island, Incorporated.....	Big Island
Bank of Brownsburg, Incorporated.....	Brownsburg
The Bank of New Hope, Incorporated.....	New Hope
South Richmond Bank, Incorporated.....	Richmond
The Peoples Bank of Montross, Virginia, Incorporated.....	Montross
Bank of Glasgow, Incorporated.....	Glasgow
The Bank of Millboro, Incorporated.....	Millboro

Bank of Alberta, Incorporated.....Alberta
 State Bank of West Point, Incorporated.....West Point
 The Bank of Cedar Bluff, Incorporated.....Cedar Bluff
 The Citizens Bank of Kinsale, Incorporated.....Kinsale

A charter was issued to the Arlington Trust Company, Incorporated, Rosslyn, Va., late in the year of 1913, but the certificate to commence business was not issued until January 7, 1914.

BANKS CONSOLIDATED.

During the calendar year of 1913, the business of The Bank of Rural Retreat, Incorporated, located at Rural Retreat, was consolidated with the business of the First National Bank of Rural Retreat; the business of the Bank of Boykins, Incorporated, located at Boykins, was consolidated with the business of the Meherrin Valley Bank of Boykins, and the business of The First State Bank of Clarksville was consolidated with the business of the Planters Bank of Clarksville.

CHANGE OF NAME.

An amendment to the charter of the Blair Banking Company, Incorporated, located at Galax, was issued changing the name of the institution to The Peoples State Bank, Incorporated, of Galax, Va.

NUMBER OF BANKS AND RESOURCES AND LIABILITIES.

My report for the year 1912 showed at the end of that year that there were 250 incorporated State banks doing business in this State. The last call made on the banks during 1913, requiring statements of their condition on October 21, 1913, showed that there were 263 State banks doing business in Virginia, of which number seven were operated by colored persons.

The aggregate of all capital stock paid in, as shown by the statements of October 21, 1913, was \$13,711,917.95; the aggregate of the surplus funds was \$7,376,512.12; the aggregate amount reported as undivided profits, less amount paid for interest, taxes and current expenses, was \$2,274,171.45.

The aggregate of all the deposits of all the State banks in Virginia on that date was \$58,731,109.61; the aggregate of all loans and discounts was \$63,353,000.65; the aggregate of all stocks, bonds and mortgages owned by the banks was \$6,108,292.99; the aggregate value of all banking houses was \$2,243,119.49; the aggregate value of all other real estate owned by the banks was \$937,488.62; the total amount due from National banks was \$8,381,825.08; the total amount due from State banks was \$1,272,052.07; the total amount due to National banks was \$323,769.85; the total amount due to State banks was \$1,083,907.44, and the total amount of cash on hand was \$2,695,267.76.

GROWTH OF STATE BANKS.

The growth of the State banking institutions during the year 1913 has been quite satisfactory, and a comparison of the last statement of the year 1912—November 26—with the last statement of the year 1913—October 21—shows that the total deposits have increased \$1,385,225.81; capital stock paid in increased \$2,894,599.43; surplus increased \$1,658,796.94; undivided profits

increased \$107,546.43; total loans increased \$5,608,181.78, and total assets and liabilities increased \$6,346,990.12.

BANKS PLACED IN RECEIVERS HANDS.

There were two State banks placed in the hands of receivers at the request of this office during the past year; viz.: Tidewater Bank of Virginia, Incorporated, of Reedville, on April 8th, and the Commonwealth Bank, Incorporated, of Richmond, on August 30th. The cause of the closing of these banks cannot be made public by me, owing to the restrictions of section 1170 of the Code, which contains the following provisions: "All records, reports and information concerning any bank other than those required by law to be public shall be open only to such officers and employees of the State as may have occasion and authority to inspect them in the performance of their duties, and the imparting of such information by any employee or officer of the State may be sufficient cause for his removal from the position he occupies under the State government."

While the reason which actuated those who drafted the above referred to clause is perfectly patent and it is certainly most essential that the records of this office and the information gained by the Banking Division should be, in the strictest sense, confidential, yet, in my opinion, the public is entitled to some general statement as to the cause of any bank failure. Of course, such a statement should only be of a general nature and not divulge any of the confidential relations existing between the bank and any of its depositors, borrowers, stockholders or others. An amendment to the clause above referred to, giving the Banking Department discretion to make such a general statement, with certain very proper restrictions, in connection with any *closed* bank, is included in the general banking bill which is to be introduced before the coming session of the legislature.

METHODS OF BANKING DIVISION.

Much of the work of the Banking Division has gone on quietly and gradually through letters written from the office and based upon the analyses of the financial statements made five times a year by the banks, and by means of a series of circular letters issued from the office along such lines as we deemed necessary; and further by personal suggestions made by the examiner on his annual visit. We have found that the banks have almost invariably co-operated with us in our efforts along these lines, and have consulted freely with this office as to best methods. We have endeavored to build up a feeling among the banks that this office was established to assist them in their work, as well as to care for the depositors' interest, and we believe we have succeeded.

One of the main, if not the main effort of this Division, aside from proving the solvency of the banks under our supervision, has been an earnest endeavor to impress upon directors of banks the necessity of their actually directing the affairs of the institution with which they are connected. This, in my view of the matter, is the most important feature in connection with our work, for if this one thing is accomplished, any lesser shortcomings will disappear of themselves. In few cases where it has been necessary to close a bank, has it been found that the directors had that degree of intimacy with conditions in their own bank that a full and faithful performance of their implied duties

would have given them. As a means to this end, a circular letter was issued by this office containing most detailed and explicit instructions to aid directors in making examinations four times a year, as required by section 1160 of the Code; and another means of helping directors realize their duties, is the requirement of the Division that each examiner after making an examination shall leave one of our printed forms to be filled in by the directors, stating that they have each personally examined every note, every piece of collateral and every security owned by their bank on such a day, and that they believe them all to be good, with any exceptions they may choose to list. These forms are then forwarded to the banking division for our files.

In writing the detailed letters to the banks, after an examiner has made his report, we often require all the directors to sign the bank's reply. This not only thoroughly acquaints the cashier, but all the directors with any objectionable features the examiner may have reported.

This office has continued the endeavor, started by the Corporation Commission before the creation of the Banking Division, to eliminate overdrafts as much as possible and has issued a circular letter against this practice, quoting an opinion of the Supreme Court of the United States, which sets forth that such a practice is "a usage and practice to misapply the funds of the bank." We encourage the banks to furnish copies of this circular letter from this office to habitual overdrawers, and, for that purpose, upon a request from a bank, furnish them with a number of copies of this particular circular.

On September 30, 1912, this office issued a circular letter requesting every State bank to set aside at the end of each month a reserve for accrued interest on deposits and on certificates of deposit; also when interest on deposits and on certificates of deposit was paid, that the amount so paid, be deducted from the reserve. It was deemed advisable to take this action, as section 1168 of the Code seemed to imply it and also that a bank could, at the end of each month, be in a position to know its true financial condition with a greater degree of accuracy than is possible without the reserves being set aside monthly. On October 21, 1913, the 263 State banks had set aside for accrued interest on deposits \$264,917.70, and for accrued interest on certificates of deposit \$214,672.40.

We have recently had so many requests from the banks for our opinion as to the best form to be used in certain of their books, and finding it difficult to satisfactorily describe the form and ruling of such books by letter, we have had printed a small supply of sample sheets showing our recommendation for a General Ledger, Individual and Savings Ledgers, Cash Book, Teller's Cash Settlement Book and Daily Trial Balance Book, and upon a request from any bank, furnish it with these sample sheets. Of course we do not insist on the particular form furnished by this office, but merely recommend it. No objection is made to any form which provides for a complete record.

LEGISLATION RECOMMENDED.

As stated in my last two reports, I am of the opinion that the existing statutes regulating State banks and trust companies are, in many respects, inadequate. The requirements as to trust companies and savings banks contained in existing statutes are meagre in the extreme, and such references to trust companies and savings banks as are contained in the present laws are in many instances not clear and sometimes very confusing. The existing

aws do not clearly differentiate the powers of banks, from those of trust companies, nor do they make a clear distinction between ordinary commercial banks and savings banks. Though chapter 49 of the Code treats exclusively of savings banks, yet it does not define what is a savings bank, so that it is a matter of impossibility to come to a decision as to which banks in the State it was contemplated should come within the requirements of chapter 49 relating to savings banks. This however is not, at this time, of great importance, as the only provision of chapter 49, regulating savings banks, which differs from chapter 48, regulating banks of discount and deposit (and occasionally referring to trust companies and savings banks), is that chapter 49 permits savings banks to purchase real estate.

To remedy these and other shortcomings in the present laws, a general banking bill should be presented to the coming legislature, bringing into one co-ordinate act all of the separate statutes regulating banks, savings banks and trust companies. Such an act should contain a separate chapter for commercial banks, another for savings banks and another for trust companies, and the respective chapters should clearly define a commercial bank, a savings bank and a trust company, and also in unmistakable terms set forth the powers possessed by each of these classes of institutions, stating clearly just what classes of business may be engaged in by each class of institution, and what character of business may not be transacted. Each chapter should also contain regulations governing the class of banking institution to which the chapter refers.

In my opinion, the law should contain provisions, allowing under certain clearly set forth restrictions, a commercial bank to do a savings bank business, or, in cases of banks with a capital of two hundred thousand dollars or over, a trust company business; or both; and also permit a trust company under certain conditions, to do a banking business.

The general banking act should also, in my opinion, contain, among others, the provisions recommended in my two previous annual reports.

The Virginia Bankers Association has framed a banking bill to be presented to the legislature this winter. The Association appointed a committee to draft this bill, and the committee, before drawing up the measure, requested the Banking Division to furnish its recommendations, nearly all of which were included in some form in the tentative draft of the bill. At a later date, the committee, composed of Mr. W. B. Vest of Newport News, as chairman, Mr. Nelson S. Groome of Hampton, Mr. George Bryan of Richmond, Mr. C. Taylor Burke of Alexandria and Mr. Henry Preston of Tazewell, met at the Jefferson Hotel in Richmond, together with my assistant, Mr. Bertram Chesterman and myself and we spent the greater part of two days in formulating a banking bill. The committee's bill was afterwards reported to the Association, and with some slight changes endorsed by it. This is the banking bill which will be presented to the coming legislature.

The bill of the Virginia Bankers Association, thus formulated, is not what I regard as a perfect measure, as it contains some provisions which I would prefer not to see in the bill and omits other requirements which would have added to its effectiveness; nevertheless, all things taken into consideration, it is perhaps the best bill which we could hope to get at this time.

The members of the committee of the Bankers Association, as well as the entire body of the Association, displayed a fine spirit of compromise in

formulating the banking bill, and such a spirit actuated the recommendation and subsequent action of the Banking Division in connection with its co-operation in this work, believing more would be accomplished to benefit the public by such an attitude, than by taking an unyielding position on some points on which otherwise there would have been irreconcilable differences of opinion.

It gives me great pleasure to commend all those serving with me in the Banking Division for the constant and faithful performance of their duty and the energy and interest displayed by them in the work.

All of which is respectfully submitted.

C. C. BARKSDALE,
Chief Examiner.

LIST OF STATE BANKS

Showing Maximum and Minimum Capital Stock Authorized by Charter, and names of Presidents and Cashiers, as of October 31, 1913,
Arranged in Alphabetical Order According to the Location of the Bank.

NAME OF BANK	Location	Maximum Capital	Minimum Capital	President	Secretary or Cashier.
Abingdon.....	Abingdon.....	\$ 100,000	\$ 25,000	C. C. Sutton.....	W. S. Dodd.....
Amelia.....	Amelia.....	50,000	5,000	R. A. Marshall.....	R. J. Barlow.....
Amherst.....	Amherst.....	50,000	5,000	J. E. Bowman.....	W. P. Reed.....
Amherst.....	Amherst.....	50,000	10,000	W. E. Sandidge.....	R. M. Cox.....
Appalachia.....	Appalachia.....	25,000	10,000	W. B. Peters.....	E. C. Mainone.....
Appomattox.....	Appomattox.....	10,000	10,000	H. D. Flood.....	R. F. Burks.....
Arvonnia.....	Arvonnia.....	25,000	15,000	A. J. Terrell.....	W. W. Hughes.....
Ashland.....	Ashland.....	10,000	10,000	S. J. Dowell.....	W. L. Foy.....
Bassett.....	Bassett.....	25,000	10,000	J. D. Bassett.....	B. C. Philpott.....
Belle Haven.....	Belle Haven.....	50,000	10,000	Jno. T. B. Hynlop.....	W. G. Emmett.....
Bedford City.....	Bedford City.....	25,000	15,000	L. R. Gills.....	W. A. Fitzpatrick.....
Berryville.....	Berryville.....	40,000	40,000	A. Moore, Jr.....	Jno. B. Neill.....
Big Island.....	Big Island.....	20,000	10,000	G. E. Vaughan.....	F. L. Mattox.....
Big Stone Gap.....	Big Stone Gap.....	50,000	50,000	R. T. Irvine.....	R. P. Barron.....
Blacksburg.....	Blacksburg.....	50,000	10,000	Alex. Black.....	Wm. E. Hubbert.....
Blackstone.....	Blackstone.....	150,000	15,000	J. M. Harris.....	Jos. M. Hurt.....
Bland.....	Bland.....	25,000	10,000	Fulton Kogley.....	W. O. Greaser.....
Boone Mill.....	Boone Mill.....	50,000	10,000	L. A. Bowman.....	J. C. Busey.....
Boone's Path.....	Boone's Path.....	50,000	7,500	M. O. Combs.....	Henry Smith.....
Bowling Green.....	Bowling Green.....	30,000	10,000	Jas. T. Richards.....	L. E. Martin.....
Boyce.....	Boyce.....	50,000	5,000	R. P. Page.....	C. Van Deventer.....
Boykins.....	Boykins.....	25,000	10,000	Jos. L. Barham.....	J. W. Martin.....
Boykins.....	Boykins.....	25,000	10,000	Jno. W. Smith.....	
Branchville.....	Branchville.....	25,000	10,000	Jno. W. Clute.....	
Bridgewater.....	Bridgewater.....	25,000	4,000	J. D. Mitchell.....	
Bristol.....	Bristol.....	100,000	25,000	E. R. Monroe.....	
Brookneal.....	Brookneal.....	25,000	10,000	R. L. Patterson.....	
Brownburg.....	Brownburg.....	25,000	12,000	C. B. Johnson.....	
Buchanan.....	Buchanan.....	35,000	25,000	J. H. Mapp.....	
Buena Vista.....	Buena Vista.....	25,000	10,000		S. E. Page.....
Burkeville.....	Burkeville.....	20,000	10,000	R. B. Beville.....	W. H. Sheffield.....
Butterworth.....	Butterworth.....	50,000	10,000	A. M. Orgain.....	K. Butterworth.....
Cambria.....	Cambria.....	50,000	20,000	J. E. B. Smith.....	J. W. Mitchell.....
Cape Charles.....	Cape Charles.....	50,000	25,000	W. B. Wilson.....	Upshur Wilson.....
Cape Charles.....	Cape Charles.....	120,000	50,000	R. Fulton Powell.....	W. F. King.....
Capron.....	Capron.....	15,000	5,000	W. H. Vincent.....	L. J. Bain.....
Carson.....	Carson.....	25,000	10,000	B. H. Pulligan.....	H. C. Elmore.....
Castlewood.....	Castlewood.....	50,000	20,000	R. A. Fletcher.....	J. R. Gray.....

LIST OF STATE BANKS—CONTINUED.

NAME OF BANK	Location	Maximum Capital	Minimum Capital	President	Secretary or Cashier.
Charlotteville..	Charlotteville..	\$ 25,000	\$ 10,000	H. M. Gleason	E. E. Dinwiddie
Chase City	Chase City	25,000	5,000	R. D. Patterson	J. T. Goode, Jr.
Chatham	Chatham	50,000	2,000	E. S. Reid	Frank Marshall
Chatham	Chatham	50,000	2,000	Jas. L. Treadway	O. S. B. Yeata
Cheriton	Cheriton	50,000	20,000	R. Fulton Powell	Howard Hall
Chester	Chester	50,000	3,000	P. V. Cogbill	W. C. Trueheart
Chincoteague, Isl ..	Chincoteague, Isl ..	50,000	10,000	T. G. Townsend, Jr.	Daniel Jeffries
Christiansburg	Christiansburg	100,000	15,000	R. T. Mosby	B. M. Hagan
Churchville	Churchville	20,000	10,000	M. P. Jones	E. V. Stoutamyer
Claremont	Claremont	25,000	15,000	P. Fleetwood	F. D. Sharp
Clarksville	Clarksville	50,000	10,000	W. D. Blanks	L. B. Blanks, Jr.
Cleveland	Cleveland	25,000	5,000	J. A. Strickland	A. A. Basham
Clinchport	Clinchport	50,000	7,500	J. L. Q. Moore	F. E. Stewart
Clintwood	Clintwood	50,000	25,000	H. G. Morrison	W. W. Pressley
Clover	Clover	25,000	10,000	C. A. Gregory	G. B. Gibson
Coeburn	Coeburn	50,000	10,000	Abner Lunsford	C. O. Ramsey
Colonial Beach	Colonial Beach	50,000	5,000	Geo. Mason	H. W. F. Williams
Columbia	Columbia	25,000	10,000	B. R. Cowherd	G. P. Hodgson, Jr.
Courtland	Courtland	50,000	10,000	F. P. Pope	Jas. E. Sebrall
Covington	Covington	50,000	25,000	W. A. Rinchart	D. R. Ellis
Croft	Croft	150,000	15,000	E. F. Lockett	J. P. Agnew
Crockett	Crockett	25,000	10,000	J. M. Miller	A. B. Haunshell
Crozet	Crozet	25,000	5,000	C. A. Haden	T. W. Woolen
Cumberland	Cumberland	12,500	2,500	Alan McRea	Donald McRea
Danascus	Danascus	25,000	10,000	S. L. Mock	J. H. Meade
Danville	Danville	300,000	50,000	John F. Rison	C. L. Booth
Dayton	Dayton	25,000	20,000	E. C. Ralston	N. R. Crist
Dendron	Dendron	12,000	8,000	W. W. Seward	L. E. Johnson
Dillwyn	Dillwyn	25,000	10,000	J. L. Anderson	A. W. Carter
Disputants	Disputants	50,000	10,000	O. S. Williams	C. Lee Wolfe
Drakes Branch	Drakes Branch	50,000	10,000	Geo. B. Russell	Wm. H. Pettus, Jr.
Draper	Draper	50,000	10,000	S. P. Condiff	J. W. Gardner
Dublin	Dublin	40,000	25,000	E. D. Withrow	Geo. C. Moomaw
Dungannon	Dungannon	50,000	10,000	Geo. C. Bevins	W. F. C. Blackwell
Eagle Rock	Eagle Rock	25,000	10,000	J. B. Bahrman	M. R. Morgan
East Radford	East Radford	35,000	25,000	Jas. F. Martin	W. H. Galway
Edinburg	Edinburg	25,000	10,000	B. B. Bowman	J. C. Hutcheson
Elkton	Elkton	50,000	10,000	C. G. Harnsberger	W. H. McVeigh
Emporia	Emporia	50,000	5,000	W. Sam'l Goodwyn	W. T. Harding
Emporia	Emporia	25,000	10,000	Howard W. Hall	P. Walker Turner
Falls Church	Falls Church	25,000	10,000	Geo. B. Fadeley	Geo. W. Hawxburst
Farmville	Farmville	200,000	25,000	H. A. Stokes	Walker Scott
Fincastle	Fincastle	25,000	10,000	Turner McDowell	James Godwin

Floyd.....	50,000	B. S. Podigo	J. B. Perry
Floyd Union	50,000	P. G. Lester	R. B. Morgan
Franklin.....	50,000	B. A. Burgess	R. B. Whitehurst
	50,000	John D. Abbott	W. H. Norfleet
Fredericksburg.....	100,000	S. W. Semerville	G. W. Shepherd
Fredericksburg.....	100,000	M. G. Willie	Jno. F. Gouldman, Jr.
Fries.....	100,000	T. C. Vaughan	J. W. McLean
Front Royal.....	200,000	F. H. Jackson	Geo. H. Bowman
Galax.....	25,000	J. B. Waugh	R. J. Cornett
Glade Spring.....	50,000	T. B. Porterfield	M. M. Morris
Glasgow.....	25,000	B. E. Vaughan	R. G. Paxton
Gloucester, C. H.....	50,000	W. T. Burlee	T. M. Lewis
Graham.....	50,000	Sam'l Walton	R. K. Crockett
Greenville.....	25,000	C. G. Williams	Jas. H. Fall
Gretna.....	25,000	R. T. Ramsey	M. C. Noell
Grottoes.....	50,000	M. D. Enteen	Geo. R. Root
Grundy.....	50,000	E. R. Boyd	E. E. Smith
Hampton.....	200,000	Henry L. Schmela	Nelson S. Groome
Hare Valley.....	50,000	B. T. Coard, Jr.	J. T. Turner
Harrisonburg.....	250,000	James E. Reherd	T. P. Beery
Heathsville.....	25,000	A. S. Rice	Chas. E. Sterling
Hillsville.....	100,000	W. H. Sutherland	R. G. Wilkinson
Hillsville.....	25,000	Creed Feltz	C. C. Simms
Holland.....	25,000	Job G. Holland	W. V. Leathers
Houston.....	100,000	Gran. Craddock	D. D. Lealie
Houston.....	100,000	J. B. Johnson	Chas. H. Stebbins
Independence.....	25,000	C. Phipps	Eliza H. Lundy
Ivanhoe.....	10,000	Jno. H. Huddle	M. J. Huddle
Jarratt.....	25,000	O. C. Wright	J. M. Browder
Keller.....	50,000	G. Walter Mepp	Chas. B. Meers
Kenbridge.....	50,000	R. W. Mason	W. S. Irby
Kilmarnock.....	50,000	W. A. Eubank	W. T. James
LaCrosse.....	25,000	W. W. Meredith	L. M. Raney
Lawrenceville.....	100,000	E. P. Buford	W. A. Trotter
Lawrenceville.....	100,000	R. Turnbull	Chas. E. May
Lexington.....	300,000	Paul M. Penick	S. O. Campbell
Lexington.....	50,000	B. E. Vaughan	W. C. Firebaugh
Louis.....	25,000	S. D. Crenshaw	J. P. Donnelly
Louis.....	25,000	F. L. Woolfolk	J. A. Kent
Levinington.....	25,000	L. L. Lee	R. L. Camden
Lynchburg.....	300,000	James R. Gilliam	D. A. Payne
Lynchburg.....	100,000	B. F. Kirkpatrick	W. W. Walsh
Lynchburg.....	1,000,000	Jas. W. Green	J. L. Nicholas
Madison.....	25,000	F. P. Smith	G. R. Thrift
Marion.....	200,000	D. D. Hull	J. W. Shoffey
Mathews.....	75,000	Sands Smith, Jr.	J. P. Nottingham
McKenney.....	50,000	Eugene C. Powell	J. Henry Ligon
Meadow View.....	25,000	Geo. Stuart	A. W. Aston

FARMERS AND MERCHANTS BANK OF LOUISIANA, INCORPORATED

The Bank of LaCrosse, Incorporated

The Bank of Brunswick

Bank of Lawrenceville

Bank of Rockbridge

Farmers Deposit and Savings Bank, Incorporated

The Bank of Louisiana

Farmers and Merchants Bank of Louisiana, Incorporated

LIST OF STATE BANKS—CONTINUED.

NAME OF BANK	Location	Maximum Capital	Minimum Capital	President	Secretary or Cashier.
d.	Meherrin	\$ 50,000	\$ 5,000	W. C. Winn	F. H. Kauffman
.. . . .	Meigs	25,000	10,000	S. James Turlington	W. E. Waters
.. . . .	Middletown	10,000	10,000	E. O. Larrick	W. E. Coffman
.. . . .	Milford	25,000	12,500	E. C. Cobb	G. P. Smith
.. . . .	Moneta	50,000	10,000	Frank Stevens	Jno. O. Walker
d.	Monterey	20,000	20,000	Chas. P. Jones	C. C. Hensel
.. . . .	Montross	25,000	12,500	G. C. Mann	A. E. Carver
.. . . .	Montross	50,000	10,000	R. H. Stuart	J. W. Hutt
.. . . .	Montvale	20,000	10,000	S. H. Price	R. A. Gilliam
.. . . .	Mt. Jackson	25,000	10,000	E. D. Newman	M. L. Neff
.. . . .	Mt. Solon	50,000	10,000	W. Bruce Whitmore	Wirt B. Todd
.. . . .	Namawadox	50,000	5,000	W. E. Thomas	W. C. Roberts
.. . . .	Narrows	50,000	25,000	D. F. Hale	F. D. Kelley
.. . . .	New Castle	100,000	20,000	P. V. Jones	H. W. Yoder
it.	New Church	50,000	15,000	B. T. Johnson	C. J. Matthews
.. . . .	New Hope	25,000	10,000	H. G. Baylor	W. F. Fretwell
.. . . .	Newport	25,000	10,000	C. L. King	G. W. Buchanan
.. . . .	Newport News	100,000	25,000	Geo. B. West	W. B. Vest
.. . . .	Newport News	100,000	25,000	A. I. Powell	J. E. T. Hunter
.. . . .	Newport News	25,000	5,000	E. C. Brown	C. McIntyre Morse
.. . . .	Newport News	50,000	25,000	R. T. Mason	F. Franklin Lens
.. . . .	Newport News	200,000	50,000	H. L. Schmels	E. S. Blanton
ind.	Newport News	25,000	5,000	A. A. Howell	R. H. Spivey
.. . . .	Newsoms	25,000	10,000	R. Howard	J. B. Everett
x.	Nickelsville	15,000	15,000	Jas. I. Sutton	J. A. Bond
.. . . .	Nokesville	12,500	12,500	J. P. Manuel	W. R. Hooker
.. . . .	Norfolk	100,000	50,000	.. . . .	O. J. Egerton
.. . . .	Norfolk	50,000	10,000	.. . . .	Wm. M. Rich
.. . . .	Norfolk	500,000	25,000	.. . . .	Tench F. Tilghman
.. . . .	Norfolk	500,000	50,000	.. . . .	R. C. Taylor, Jr.
.. . . .	Norfolk	100,000	100,000	.. . . .	R. E. Thompson
of	Norfolk	No Limit	No Limit	.. . . .	John E. Wales
.. . . .	Norfolk	100,000	25,000	.. . . .	F. F. Parkerson
.. . . .	Norfolk	1,000,000	100,000	.. . . .	W. W. Vear
.. . . .	Norfolk	50,000	25,000	.. . . .	Wm. B. Dougherty
.. . . .	Norfolk	100,000	25,000	.. . . .	W. H. Sterling, Jr.
.. . . .	Ocoquan	10,000	10,000	.. . . .	A. G. Uhler
.. . . .	Old	25,000	5,000	.. . . .	S. H. Hogre
.. . . .	Palmyn	50,000	5,000	.. . . .	S. P. Harland
.. . . .	Pamplin City	15,000	5,000	.. . . .	L. W. Hoffman
.. . . .	Parkley	50,000	25,000	.. . . .	J. M. Chandler
Bank of Fluvanna, Incorporated . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
State Bank of Pamplin, Incorporated . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .
The Accomac Banking Company, Incorporated . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .

Pembroke.....	20,000	Jas. Hoge.....	10,000	W. H. Snidow
Pennington Gap.....	50,000	J. V. Graham.....	25,000	A. G. Hyatt
Petersburg.....	200,000	W. B. Melvin.....	25,000	Wallace D. Blanks
Petersburg.....	100,000	E. A. Hartley.....	10,000	E. S. Hendrick
Petersburg.....	1,000,000	Alexander Hamilton.....	100,000	P. M. Pollard
Phenix.....	15,000	R. B. Chamberlayne, Jr.....	10,000	W. M. Myers
Phoenix.....	50,000	E. M. Tunniss.....	20,000	Stewart C. Ross
The Plains.....	50,000	R. S. Cochran.....	25,000	Robt. Murray
Pocahontas.....	50,000	Isaac T. Mann.....	10,000	C. M. Galway
Portsmouth.....	200,000	Leah R. Watts.....	25,000	S. D. Maupin
Portsmouth.....	100,000	E. L. Lash.....	50,000	R. S. Marshall
Portsmouth.....	150,000	Jno. T. Griffin.....	50,000	Wm. G. Maupin, Jr.
Pulaski.....	50,000	W. H. Bramblitt.....	10,000	J. W. Miller
Radford.....	35,000	John G. Osborne.....	25,000	John L. Einstein
Rapahine.....	25,000	T. M. Smiley.....	10,000	C. G. Williams
Rapidan.....	25,000	H. T. Holladay, Jr.....	10,000	G. W. Peyton
Reedville.....	50,000	J. B. Hinton.....	25,000	F. C. Jett
Remington.....	25,000	R. L. Willis.....	10,000	H. Hamilton
Richlands.....	25,000	W. R. Williams.....	25,000	C. B. Orr
Richmond.....	200,000	Jno. T. Wilson.....	100,000	R. B. Campbell
Richmond.....	100,000	W. M. Habliston.....	100,000	L. D. Crenshaw, Jr.
Richmond.....	300,000	() E. Parrish.....	100,000	Andrew M. Glover
Richmond.....	100,000	W. L. Waring.....	2,000	O. E. Parrish
Richmond.....	100,000	John C. Hagan.....	50,000	E. S. Mitchell
Richmond.....	200,000	A. L. Adamson.....	20,000	C. V. Blackburn
Richmond.....	300,000	John Mitchell, Jr.....	10,000	J. H. Peterson
Richmond.....	100,000	W. M. Habliston.....	750,000	Walter F. Davis
Richmond.....	2,000,000	H. R. Pollard, Jr.....	200,000	W. H. Slaughter
Richmond.....	500,000	E. L. Bemis.....	100,000	C. L. Williams
Richmond.....	1,000,000			R. J. Willingham, Jr.
Richmond.....	50,000	Maggie L. Walker.....	10,000	Emmett C. Burke
Richmond.....	500,000	L. Z. Morris.....	50,000	Jas. M. Ball
Richmond.....	50,000	F. P. McConnell.....	10,000	J. E. Norvell
Richmond.....	500,000	J. B. Beasley.....	20,000	Geo. W. Call
Richmond.....	2,000,000	H. W. Jackson.....	500,000	L. D. Aylett
Richmond.....	50,000	J. Lee Davis.....	25,000	Chas. K. Willis
Ridgeway.....	25,000	W. A. Garrett.....	10,000	T. C. Coleman
Riner.....	25,000	G. D. Surface.....	12,500	G. T. Mufasco
Renoke.....	200,000	M. W. Turner.....	100,000	Jno. W. Penn
Renoke.....	300,000	R. H. Angell.....	150,000	E. W. Tinsley
Salem.....	100,000	R. W. Kime.....	50,000	J. H. Chapman
Salem.....	300,000	W. T. Younger.....	50,000	J. C. Chapman
Saltville.....	50,000	J. S. Gaetehins.....	15,000	F. J. Harris
Scottsburg.....	25,000	J. T. Lacy.....	10,000	L. D. Bailey
Sedley.....	25,000	Philip Rogers.....	15,000	T. F. West, Jr.
Sharps.....	25,000	W. T. James.....	10,000	J. W. Hundley, Jr.
Shawville.....	12,500	J. L. Vaughan.....	5,000	W. T. Doosing
Shenandoah.....	10,000	Geo. W. Kite.....	2,500	W. T. Koonts
Smithfield.....	100,000	James P. Andrews.....	10,000	John I. Cofer
Smithfield.....	50,000	W. P. Wilson.....	25,000	J. R. Rowell, Jr.

LIST OF STATE BANKS—CONTINUED.

NAME OF BANK	Location	Maximum Capital	Minimum Capital	President	Secretary or Cashier.
South Boston.....	South Boston.....	\$ 100,000	\$ 10,000	Jos. Stebbins.....	J. C. Lawson
South Hill.....	South Hill.....	50,000	25,000	J. H. Wall.....	Thos. A. Bryson
South Hill.....	South Hill.....	50,000	10,000	S. S. Northington.....	W. W. Wright
Speedwell.....	Speedwell.....	10,000	10,000	S. S. Simmermann.....	G. P. Cox
Standardsville.....	Standardsville.....	25,000	10,000	J. S. Chapman.....	R. C. Powell
Stanley.....	Stanley.....	25,000	10,000	E. T. Brumback.....	C. C. Lauderback
Staunton.....	Staunton.....	100,000	25,000	C. Russell Caldwell.....	W. N. Hilleary
Staunton.....	Staunton.....	10,000	500	Sam'l Lindsey.....	Thos. E. Jackson
Stephens City.....	Stephens City.....	100,000	50,000	Jno. B. Cochran.....	Jos. S. Cochran
Stony Creek.....	Stony Creek.....	10,000	10,000	J. M. Steele.....	Eugene E. Chiles
Stuart.....	Stuart.....	25,000	10,000	R. B. Hartley.....	B. F. Jarratt
Stuart.....	Stuart.....	25,000	12,500	W. C. Hooker.....	Robt. N. Clark
Stuart's Draft.....	Stuart's Draft.....	25,000	10,000	R. S. Martin.....	J. H. Shockley
Suffolk.....	Suffolk.....	25,000	10,000	John W. Paul.....	S. H. Moore
Suffolk.....	Suffolk.....	100,000	30,000	B. L. Saunders.....	E. E. Jones
Tappahannock.....	Tappahannock.....	100,000	20,000	Edward E. Holland.....	Wm. H. Jones, Jr.
Tazewell.....	Tazewell.....	25,000	10,000	L. E. Mumford.....	A. A. Cralle
Timberville.....	Timberville.....	250,000	100,000	A. St. Clair.....	Henry Preston
Townsend.....	Townsend.....	25,000	10,000	John H. Hoover.....	J. A. Garber
Troutdale.....	Troutdale.....	50,000	5,000	Sam'l Townsend.....	H. C. Dunton
Troutville.....	Troutville.....	25,000	10,000	H. A. Hoffman.....	John F. Grear
Union Level.....	Union Level.....	25,000	15,000	T. H. Potter.....	G. W. Layman
Urbanna.....	Urbanna.....	20,000	10,000	L. Hayer.....	F. M. Newson, Jr.
Victoria.....	Victoria.....	100,000	25,000	Jno. R. Sanders.....	L. Newton Weaver
Vinton.....	Vinton.....	50,000	15,000	R. W. Manson.....	C. R. Stokes
Virginia.....	Virginia.....	50,000	10,000	J. P. Woods.....	R. P. Wright
Wakefield.....	Wakefield.....	25,000	5,000	S. M. Torian.....	T. G. Pool
Wakefield.....	Wakefield.....	50,000	15,000	P. D. Bain.....	W. H. Savage
Warm Springs.....	Warm Springs.....	50,000	15,000	E. A. Hatch.....	J. M. Allen
Warsaw.....	Warsaw.....	50,000	25,000	J. M. Douglas.....	G. B. Venable
Waverly.....	Waverly.....	50,000	25,000	J. W. Chinn.....	W. T. Tyler
West Point.....	West Point.....	100,000	10,000	P. Fleetwood.....	H. Fleetwood
Weyer's Cave.....	Weyer's Cave.....	25,000	25,000	J. E. Bland.....	H. E. Topping
Wrightsville.....	Wrightsville.....	50,000	10,000	Jno. W. Carpenter.....	N. I. Kagey
Wrightsville.....	Wrightsville.....	50,000	10,000	F. R. Ellenor.....	W. F. Knight
Wrightsville.....	Wrightsville.....	50,000	15,000	J. W. Lane, Sr.....	F. R. Savage
Wrightsville.....	Wrightsville.....	50,000	10,000	R. L. Spencer.....	S. L. Graham
Wrightsville.....	Wrightsville.....	50,000	10,000	J. M. Raby.....	F. S. Leathers
Wrightsville.....	Wrightsville.....	25,000	10,000	James B. Russell.....	Lee R. Grim
Winchester.....	Winchester.....	200,000	10,000	C. F. Bruce.....	E. B. McElroy
Wise.....	Wise.....	25,000	25,000	E. D. Newman.....	W. H. Newman
Woodstock.....	Woodstock.....	50,000	20,000	M. L. Bauserman.....	J. L. Feller
Woodstock.....	Woodstock.....	50,000	10,000	V. C. Huff.....	C. M. Trinkle
Wytheville.....	Wytheville.....	250,000	10,000		

SUMMARY

Showing Condition of the 250 State Banks Doing Business in Virginia as of November 26, 1912.

RESOURCES.

Loans and Discounts.....	\$ 57,744,818 87
Overdrafts.....	136,379 81
Bonds, Securities, etc., including Premium on same.....	5,740,075 48
Banking Houses.....	1,811,787 53
Other Real Estate.....	915,686 38
Furniture and Fixtures.....	538,307 64
Checks, other Cash Items and Exchanges for Clearing Houses...	544,875 36
Due from National Banks.....	8,262,991 11
Due from State Banks, Private Bankers and Trust Companies...	1,261,099 78
Actual Cash on Hand.....	2,504,436 02
Unpaid Subscriptions to Capital Stock.....	610,288 03
Bonds Guaranteed.....	662,000 00
All other Items of Resource.....	118,713 41
Total Resources.....	\$ 80,851,459 42

LIABILITIES.

Capital Stock Paid in.....	\$ 10,817,318 52
Surplus Fund.....	5,717,715 18
Undivided Profits.....	2,166,625 02
Dividends Unpaid.....	4,568 63
Deposits Subject to Check.....	27,813,354 91
Savings Deposits.....	17,968,524 00
Demand Certificates of Deposit.....	2,945,321 02
Time Certificates of Deposit.....	8,374,225 60
Certified Checks.....	121,263 00
Cashiers' Checks Outstanding.....	123,195 27
Total Deposits.....	57,345,883 80
Due to National Banks.....	291,275 01
Due to State Banks, Private Bankers and Trust Companies.....	939,695 21
Notes and Bills Rediscounted.....	429,988 03
Bills Payable, Including Certificates of Deposit Representing Money Borrowed.....	1,023,338 84
Reserved for Accrued Interest on Deposits.....	308,723 24
Reserved for Accrued Interest on Certificates of Deposit.....	183,646 52
Reserved for Accrued Taxes.....	45,981 39
Stock Subscribed but not paid for.....	610,288 03
Bonds Guaranteed.....	662,000 00
All Other Items of Liability.....	304,412 00
Total Liabilities.....	\$ 80,851,459 42

SUMMARY.

Showing Condition of the 255 State Banks Doing Business in Virginia as of February 4, 1913.

RESOURCES.

Loans and Discounts.....	\$ 58,777,951 95
Overdrafts.....	120,748 24
Bonds, Securities, etc., including Premium on same.....	5,707,622 41
Banking Houses.....	1,806,581 18
Other Real Estate.....	960,822 57
Furniture and Fixtures.....	538,605 08
Checks, other Cash Items and Exchanges for Clearing Houses....	656,056 37
Due from National Banks.....	7,996,183 71
Due from State Banks, Private Bankers and Trust Companies...	1,290,936 68
Actual Cash on Hand.....	2,620,810 53
Unpaid Subscriptions to Capital Stock.....	578,446 10
Bonds Guaranteed.....	655,550 00
All other Items of Resource.....	126,270 20
Total Resources.....	\$ 81,836,585 02

LIABILITIES.

Capital Stock Paid in.....	\$ 11,173,129 45
Surplus Fund.....	6,228,267 43
Undivided Profits.....	1,657,508 29
Dividends Unpaid.....	22,206 16
Deposits Subject to Check.....	27,890,689 79
Savings Deposits.....	18,010,429 08
Demand Certificates of Deposit.....	3,010,394 62
Time Certificates of Deposit.....	8,558,266 78
Certified Checks.....	306,988 68
Cashiers' Checks Outstanding.....	276,442 19
Total Deposits.....	58,053,211 14
Due to National Banks.....	297,250 68
Due to State Banks, Private Bankers and Trust Companies....	874,013 23
Notes and Bills Rediscounted.....	440,043 99
Bills Payable, Including Certificates of Deposit Representing Money Borrowed.....	1,144,368 82
Reserved for Accrued Interest on Deposits.....	122,604 63
Reserved for Accrued Interest on Certificates of Deposit.....	188,922 73
Reserved for Accrued Taxes.....	57,474 96
Stock Subscribed but not paid for.....	578,446 10
Bonds Guaranteed.....	655,550 00
All Other Items of Liability.....	343,587 41
Total Liabilities.....	\$ 81,836,585 02

SUMMARY.

Showing Condition of the 258 State Banks Doing Business in Virginia as of April 4, 1913.

RESOURCES.

Loans and Discounts.....	\$ 62,699,217 00
Overdrafts.....	120,517 63
Bonds, Securities, etc., including Premium on same.....	5,914,836 59
Banking Houses.....	2,091,614 57
Other Real Estate.....	928,583 97
Furniture and Fixtures.....	547,899 24
Checks, other Cash Items and Exchanges for Clearing Houses...	486,141 43
Due from National Banks.....	7,911,648 15
Due from State Banks, Private Bankers and Trust Companies...	1,278,635 68
Actual Cash on Hand.....	2,596,102 85
Unpaid Subscriptions to Capital Stock.....	334,483 01
Bonds Guaranteed.....	603,950 00
All other Items of Resource.....	105,036 88
Total Resources.....	\$ 85,618,667 00

LIABILITIES.

Capital Stock Paid in.....	\$ 13,217,653 54
Surplus Fund.....	7,077,564 83
Undivided Profits.....	1,880,244 52
Dividends Unpaid.....	7,628 38
Deposits Subject to Check.....	27,613,072 95
Savings Deposits.....	18,287,820 07
Demand Certificates of Deposit.....	3,271,927 12
Time Certificates of Deposit.....	8,818,658 52
Certified Checks.....	155,843 30
Cashiers' Checks Outstanding.....	151,375 17
Total Deposits.....	58,298,697 13
Due to National Banks.....	471,468 19
Due to State Banks, Private Bankers and Trust Companies.....	988,234 36
Notes and Bills Rediscounted.....	547,208 00
Bills Payable, Including Certificates of Deposit Representing Money Borrowed.....	1,312,071 24
Reserved for Accrued Interest on Deposits.....	223,569 81
Reserved for Accrued Interest on Certificates of Deposit.....	199,308 40
Reserved for Accrued Taxes.....	101,816 96
Stock Subscribed but not paid for.....	334,483 01
Bonds Guaranteed.....	603,950 00
All Other Items of Liability.....	354,768 63
Total Liabilities.....	\$ 85,618,667 00

SUMMARY.

Showing Condition of the 259 State Banks Doing Business in Virginia as of June 4, 1913.

RESOURCES.

Loans and Discounts.....	\$ 64,394,904 21
Overdrafts.....	132,868 13
Bonds, Securities, etc., including Premium on same.....	5,864,423 82
Banking Houses.....	2,113,595 06
Other Real Estate.....	937,185 67
Furniture and Fixtures.....	546,029 89
Checks, other Cash Items and Exchanges for Clearing Houses...	527,572 57
Due from National Banks.....	7,077,935 43
Due from State Banks, Private Bankers and Trust Companies...	1,130,978 42
Actual Cash on Hand.....	2,724,035 23
Unpaid Subscriptions to Capital Stock.....	297,104 85
Bonds Guaranteed.....	609,750 00
All other Items of Resource.....	153,778 13
Total Resources.....	\$ 86,510,161 41

LIABILITIES.

Capital Stock Paid in.....	\$ 13,397,590 15
Surplus Fund.....	7,154,593 93
Undivided Profits.....	2,068,845 62
Dividends Unpaid.....	7,932 03
Deposits Subject to Check.....	27,423,164 18
Savings Deposits.....	18,423,711 08
Demand Certificates of Deposit.....	3,423,504 09
Time Certificates of Deposit.....	8,831,872 66
Certified Checks.....	136,045 89
Cashiers' Checks Outstanding.....	142,337 13
Total Deposits.....	58,380,635 08
Due to National Banks.....	378,812 75
Due to State Banks, Private Bankers and Trust Companies.....	923,918 78
Notes and Bills Rediscounted.....	808,816 48
Bills Payable, including Certificates of Deposit Representing Money Borrowed.....	1,496,124 86
Reserved for Accrued Interest on Deposits.....	323,310 20
Reserved for Accrued Interest on Certificates of Deposit.....	232,634 82
Reserved for Accrued Taxes.....	96,892 51
Stocks Subscribed but not paid for.....	297,104 85
Bonds Guaranteed.....	609,750 00
All other Items of Liability.....	333,199 40
Total Liabilities.....	\$ 86,510,161 41

SUMMARY.

Showing Condition of the 261 State Banks Doing Business in Virginia as of August 9, 1913.

RESOURCES.

Loans and Discounts.....	\$ 64,481,699 60
Overdrafts.....	132,919 06
Bonds, Securities, etc., including Premium on same.....	6,041,026 66
Banking Houses.....	2,189,126 97
Other Real Estate.....	989,387 26
Furniture and Fixtures.....	552,500 44
Checks, other Cash Items and Exchanges for Clearing Houses...	441,299 07
Due from National Banks.....	7,475,067 53
Due from State Banks, Private Bankers and Trust Companies...	1,178,002 23
Actual Cash on Hand.....	2,461,116 11
Unpaid Subscriptions to Capital Stock.....	163,876 86
Bonds Guaranteed.....	625,778 00
All other Items of Resource.....	314,563 64
Total Resources.....	\$ 87,046,363 43

LIABILITIES.

Capital Stock Paid in.....	\$ 13,817,543 14
Surplus Fund.....	7,289,274 75
Undivided Profits.....	2,010,860 05
Dividends Unpaid.....	9,494 83
Deposits Subject to Check.....	27,651,371 05
Savings Deposits.....	18,525,644 52
Demand Certificates of Deposit.....	3,608,076 55
Time Certificates of Deposit.....	8,767,111 73
Certified Checks.....	121,770 58
Cashiers' Checks Outstanding.....	121,626 68
Total Deposits.....	58,795,601 11
Due to National Banks.....	301,468 99
Due to State Banks, Private Bankers and Trust Companies.....	990,319 84
Notes and Bills Rediscounted.....	950,603 77
Bills Payable, Including Certificates of Deposit Representing Money Borrowed.....	1,081,536 81
Reserved for Accrued Interest on Deposits.....	172,418 12
Reserved for Accrued Interest on Certificates of Deposit.....	213,478 47
Reserved for Accrued Taxes.....	82,853 13
Stock Subscribed but not paid for.....	163,876 86
Bonds Guaranteed.....	625,778 00
All Other Items of Liability.....	541,255 56
Total Liabilities.....	\$ 87,046,363 43

SUMMARY.

Showing Condition of the 263 State Banks Doing Business in Virginia as of October 21, 1913.

RESOURCES.

Loans and Discounts.....	\$ 63,353,000 65
Overdrafts.....	137,409 06
Bonds, Securities, etc., including Premium on same.....	6,108,292 99
Banking Houses.....	2,243,119 49
Other Real Estate.....	937,488 62
Furniture and Fixtures.....	550,442 43
Checks, other Cash Items and Exchanges for Clearing Houses...	583,879 95
Due from National Banks.....	8,381,825 08
Due from State Banks, Private Bankers and Trust Companies...	1,272,052 07
Actual Cash on Hand.....	2,695,267 76
Unpaid Subscriptions to Capital Stock.....	168,808 80
Bonds Guaranteed.....	599,000 00
All Other Items of Resource.....	167,862 64
Total Resources.....	\$ 87,198,449 54

LIABILITIES.

Capital Stock Paid in.....	\$ 13,711,917 95
Surplus Fund.....	7,376,512 12
Undivided Profits.....	2,274,171 45
Dividends Unpaid.....	63,489 33
Deposits Subject to Check.....	27,504,583 39
Savings Deposits.....	18,690,110 94
Demand Certificates of Deposit.....	3,628,782 36
Time Certificates of Deposit.....	8,620,600 63
Certified Checks.....	168,541 50
Cashiers' Checks Outstanding.....	118,490 79
Total Deposits.....	58,731,109 61
Due to National Banks.....	323,769 85
Due to State Banks, Private Bankers and Trust Companies....	1,083,907 44
Notes and Bills Rediscounted.....	758,021 00
Bills Payable, including Certificates of Deposit Representing Money Borrowed.....	1,149,624 07
Reserved for Accrued Interest on Deposits.....	264,917 70
Reserved for Accrued Interest on Certificates of Deposit.....	214,672 40
Reserved for Accrued Taxes.....	108,473 94
Stock Subscribed but not paid for.....	168,808 80
Bonds Guaranteed.....	599,000 00
All other Items of Liability.....	370,053 88
Total Liabilities.....	\$ 87,198,449 54

MISCELLANEOUS STATISTICS.

*Compiled from Reports of State Banks Showing Condition as of
October 21, 1913.*

Number of banks doing business on October 21, 1913.....	263
Number of banks conducted by colored persons	7
Number of banks reporting no overdrafts.....	30
Number of banks owning banking houses.....	194
Percentage of capital invested in stocks and bonds.....	44.54 per cent.
Percentage of capital invested in banking houses.....	16.35 per cent.
Percentage of capital invested in other real estate.....	6.83 per cent.
Percentage of capital invested in office furniture and fixtures.....	4.01 per cent.
Excess of loans over deposits.....	\$4,621,891.04
Surplus is.....	53.80 per cent. of capital
Undivided profits are.....	16.58 per cent. of capital
Surplus and undivided profits are.....	70.38 per cent. of capital
Net amount due from National Banks is.....	\$8,058,055.23
Of cash on hand, paper currency is.....	76.50 per cent.
Of cash on hand, specie and fractional paper currency is	23.50 per cent.

STATEMENT

Of the Taxable Values of Canal Properties in the State, and the Taxes Assessed Thereon, and the Franchise Tax Assessed Upon the Gross Transportation Receipts for the Year Ending 30th June, 1913.

NAME OF COMPANY	LOCATION	CANAL		Value of Boats and Machinery	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Chesapeake and Albemarle Canal Company.....	Norfolk, city of.....	-----	-----	\$ 100	-----	\$ 100	-----	-----	-----
	Norfolk county.....	-----	-----	\$ 5,200	-----	5,200	-----	-----	-----
	Total.....	-----	-----	100	5,200	5,300	\$ 18 55	\$ 259 27	\$ 277 82
Lake Drummond Canal and Water Company.....	Norfolk county.....	14.00	\$ 105,000	4,390	28,132	137,522	481 32	598 94	1,080 26
	Dinwiddie county.....	5.00	25,000	-----	-----	25,000	-----	-----	-----
	Petersburg, city of.....	1.00	100	-----	81,000	81,100	-----	-----	-----
Upper Appomattox Company.....	Total.....	6.00	25,100	-----	81,000	106,100	371 35	-----	371 35
	Grand total.....	20.00	\$ 130,100	\$ 4,490	\$ 114,332	\$ 248,922	\$ 871 22	\$ 858 21	\$ 1,729 43

STATEMENT

Of the Taxable Values of Steam Railroad Properties in the State, and the Taxes Assessed Thereon, and the Franchise Tax Assessed Upon the Gross Transportation Receipts for the Year Ending June 30, 1913.

NAME OF COMPANY	LOCATION	Track		Value of Machinery, Furniture, etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Atlantic Coast Line Railroad Co.,	Chesterfield county	28.425	\$ 692,130	\$ 45	\$ 18,038	\$ 710,213			
	Dinwiddie county	14.840	285,640	56	4,068	289,753			
		1.800	37,300	75	6,304	33,671			
		15.410	308,200		1,350	310,050			
		30.270	550,200	85	6,565	556,840			
				900	30,000	30,900			
		12.270	195,240	62,000	100,000	357,240			
		3.230	64,400	965,661	116,070	1,146,131			
					60,000	60,000			
		2.480	49,600			49,600			
Atlantic and Danville Railway Co., The		2.031	40,320	525	199,685	210,530			
		630	12,400	100	2,000	14,500			
		16.710	324,200	100	4,825	329,025			
	Total	127.626	2,859,630	1,029,246	519,273	4,108,249	\$14,379 23	\$10,493 70	\$ 24,872 92
	Bovdton. town of	1.01	9,090		730	9,820			
		24.79	223,110		1,696	224,706			
		1.88	5,640		9,175	14,815			
		.85	7,920		285	8,275			
		.89	6,210		3,150	9,260			
		.80	8,010		9,100	17,110			
		1.60	15,210		4,350	19,460			
		23	3,240		1,208	4,445			
		21.11	126,600		496	127,156			
		23.07	207,680		1,160	208,790			
		39	3,510		40	3,550			
		3.92	35,280		60	35,330			
		.36	7,740	7,500	46,907	62,137			
	of	44.44	280,210		6,805	286,515			
		28.50	251,360		1,496	252,856			
		13.96	100,940		19,845	120,785			

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	TRACK		Value of Machine, etc., Furniture.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
	Pittsylvania county.....	3.54	\$ 31,860	.....	.....	\$ 31,860	.....	.....	.....
	of.....	.66	3,300	.....	.....	6,900	.....	.....	.....
	county.....	29.34	268,500	.....	.....	274,135	.....	.....	.....
	of.....	1.25	11,250	.....	.....	12,805	.....	.....	.....
	.....	.64	6,700	.....	.....	8,540	.....	.....	.....
	.....	17.12	51,300	.....	.....	51,785	.....	.....	.....
	Virginia, town of.....	29.50	88,500	.....	.....	89,000	.....	.....	.....
	Waverly, town of.....	.86	8,800	.....	.....	7,360	.....	.....	.....
	.....	1.00	3,000	.....	.....	4,010	.....	.....	.....
	Total.....	252.64	1,871,000	\$ 254,678	123,102	2,348,780	\$8,220 73	.....	\$ 8,220 73
Beaver Dam Railroad Company.....	Washington county.....	.....	.....	.....	108	108	28	\$ 14 50	14 88
Big Sandy and Cumberland Railroad Company.....	Buchanan county.....	16.50	37,000	5,370	226	46,096	161 33	502 94	664 27
Big Stone Gap and Powell's Valley Railroad Company.....	Big Stone Gap, town of.....	4.50	13,500	2,000	900	17,000	59 50	60 00	125 50
Cape Charles Railroad Company.....	Northampton county.....	9.53	57,120	70	2,808	59,999	210 00	353 01	563 01
Carolina, Clinchfield and Ohio Railway.....	Dickenson county.....	.....	6,400	.....	3,150	9,550	.....	.....	.....
.....	Russell county.....	17.502	282,323	.....	12,389	294,711	.....	.....	.....
.....	Scott county.....	25.707	571,312	.....	9,738	581,070	.....	.....	.....
.....	Wise county.....	4.384	70,144	528,666	2,727	601,537	.....	.....	.....
.....	Total.....	57.593	930,178	538,666	28,034	1,486,878	5,204 07	5,739 78	10,943 85
Champeake and Ohio Railway Company, The.....	Albemarle county.....	56.16	1,040,850	.....	16,927	1,057,777	.....	.....	.....
.....	Alleghany county.....	70.56	1,116,520	.....	18,900	1,137,410	.....	.....	.....
.....	Amherst county.....	20.44	433,500	.....	6,873	440,078	.....	.....	.....
.....	Augusta county.....	28.37	787,400	.....	11,387	778,787	.....	.....	.....
.....	Basic city, town of.....	1.41	26,200	.....	3,594	31,784	.....	.....	.....
.....	Bath county.....	22.08	369,680	.....	9,751	389,461	.....	.....	.....
.....	Bedford county.....	18.97	379,400	.....	6,423	394,623	.....	.....	.....

		61 26	899 650	19 482	1,018,102	82,472 93	116,545 96	199,018 29
Botetourt county.....		46	9,200	3,041	11,241			
Buchanan, town of.....		20 55	133,575	3,337	136,912			
Buckingham county.....		2 43	26,730	1,230	27,960			
		9 434	198,650	9,959	208,609			
		4 30	126,000	1,594	127,594			
		1 77	35,400	28,231	63,631			
		1 89	87,900	316,804	404,704			
		2 25	14,000	2,087	16,087			
		8 06	42,900	3,577	46,477			
		5 955	60,550	4,902	65,452			
		43 77	119,102	2,013	121,115			
		2 17	875,400	16,044	891,444			
		43 72	36,900	4,000	40,900			
		91	874,400	11,893	886,293			
		43	18,300	7,365	25,665			
		435	8,000	2,464	10,464			
		37 20	3,700	2,182	5,882			
		28 72	744,000	9,309	753,309			
		1 17	753,600	128,269	881,869			
		16 86	26,400	2,040	28,440			
		40 37	485,400	9,068	494,468			
		63	805,400	7,699	813,099			
		4 035	12,000	1,300	13,300			
		30 78	109,750	233,863	343,613			
		12 96	16,000	1,900	17,900			
		1 20	663,900	94,687	758,587			
		9 42	364,200	6,187	370,387			
		14	130,000	400,688	530,688			
		57	188,600	139	188,739			
		5 76	2,800	800	3,600			
		25 32	17,400	1,214	18,614			
		61	237,900	710,665	948,565			
		1 24	435,410	14,407	449,817			
		19 35	12,200	2,551	14,751			
		73	25,200	26,185	51,385			
		6 47	369,900	333,907	703,807			
		894 66	14,600	6,457	21,057			
			190,700	1,080	1,080			
Total			13,505,055	2,511,306	23,563,896			
Chesapeake and Western Railroad Company.....								
Bridgewater, town of.....		33	1,650	600	2,150			
Dayton, town of.....		54	2,800		2,800			
Elkton, town of.....		21	1,550		1,550			
Harrisonburg, town of.....		72	3,600	650	4,250			
Rockingham county.....		24 75	123,760	235	124,000			
Total.....		26 67	133,350	1,375	143,575			

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

	Track		Value of Machinery, etc., Furniture, etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
	Miles	Value						
Cloverdale and Catawba Furnace Railroad Company	9.02	\$ 45,100	.....	\$ 12,527	\$ 57,627	\$ 268.83	\$ 819.12	\$ 1,157.94
	59	2,950	.....	.....	2,950	.....	.....	.....
	.....	.....	.....	.....	2,000	.....	.....	.....
	.....	.....	.....	.....	4,500	.....	.....	.....
	4.35	21,750	.....	.....	2,750	.....	.....	.....
Total	13.96	69,800	13,600	21,777	105,377	.....	.....	.....
Botetourt county	10.70	5,350	.....	.....	5,350	18.72	.....	18.72
Frederick county	8.09	121,350	.....	4,255	125,635	.....	.....	.....
Winchester, city of	1.10	16,500	6,033	28,558	51,197	.....	.....	.....
Total	9.19	137,850	6,033	32,844	176,832	\$18.91	1,396.89	2,015.80
Danville, city of	125	875	72,564	6,465	79,894	.....	.....	.....
	33.75	238,250	30	3,143	239,423	.....	.....	.....
	1.00	7,000	100	7,610	14,710	.....	.....	.....
	15.700	109,963	15	2,992	112,970	.....	.....	.....
	19.50	136,500	15	3,550	140,165	.....	.....	.....
Stuart, town of .....	.291	2,037	30	1,563	3,630	.....	.....	.....
Total	70.275	492,625	72,744	25,423	590,792	2,067.77	3,001.79	5,069.56
Accomac county .....	.66	13,300	8,239	7,935	29,364	102.77	46.49	149.26
Franklin county	19.43	68,180	.....	2,500	70,680	.....	.....	.....
Gretna, town of .....	.50	1,750	.....	.....	1,750	.....	.....	.....
Pittsylvania county	16.50	57,760	.....	700	58,460	.....	.....	.....
Rocky Mount, town of .....	.52	1,830	12,350	935	15,095	.....	.....	.....
Total	37.00	129,500	12,350	4,135	146,975	\$10.91	.....	\$10.91
Delaware, Maryland and Virginia Railroad Company								
Franklin and Pittsylvania Railroad Company								

STATE CORPORATION COMMISSION.

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STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE--CONTINUED.

NAME OF COMPANY	LOCATION	TRACK		Value of Machine- ery, Furniture, etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
New River, Holston and Western Railroad Company.....	Bland county.....	7.40	\$ 29,000	.....	\$ 785	\$ 30,335			
	Giles county.....	12.40	49,000	.....	635	50,235			
	Narrows, town of.....	.80	3,200	\$ 6,425	2,101	11,726			
	Total.....	20.60	82,400	6,425	3,521	92,346	\$ 333.21	\$ 306.23	\$ 531.44
New York, Philadelphia and Nor- folk Railroad Company.....	Accomac county.....	35.24	909,000	350	52,768	942,718			
	..... of				6,500	6,500			
	.....			300	100,000	100,300			
	Northampton county.....	24.00	663,000	825,400	65,452	1,607,840			
Norfolk and Portsmouth Belt Line Railroad Company.....	Total.....	59.24	1,603,200	826,140	333,470	2,812,810	9,844.83	23,885.88	33,730.71
	Norfolk county.....	13.32	215,140	30,685	45,432	291,167			
	Portsmouth, city of.....	.06	3,940	.....	.....	3,940			
	Total.....	13.90	219,100	30,685	45,432	295,127	1,032.94	2,256.02	3,288.96
Norfolk Southern Railroad Com- pany.....	Nansemond county.....	11.94	71,640	.....	200	71,840			
	.....	3.16	42,340	243,560	264,245	670,245			
	.....	32.53	334,570	1,700	25,831	361,791			
	.....	59.58	424,400	13,740	55,544	493,684			
Norfolk Terminal Railway Com- pany.....	Virginia Beach, town of.....	1.49	3,940	.....	10,511	19,451			
	.....	2.56	15,300	.....	29,781	45,141			
	Total.....	111.26	894,970	368,900	409,302	1,685,162	5,828.06	6,674.27	12,502.33
	Norfolk, city of.....	.45	35,000	.....	265,204	323,204	1,131.53	.....	1,131.53

Norfolk and Western Railway Com-
pany.....

1.33	27,000	16,337	42,337
4.10	33,000	2,091	2,091
20.06	594,470	528	53,528
38.15	577,380	14,431	608,691
2.18	27,210	5,294	553,274
35.13	983,330	6,294	33,504
1.71	51,300	33,376	1,016,708
.49	7,840	14,433	65,723
.36	1,560	12,937	20,777
1.50	23,500	3,340	4,900
.35	4,100	3,199	25,699
25.09	640,120	10,353	4,100
.75	12,000	1,543	650,473
1.68	24,250	72,090	13,543
1.17	11,700	815	96,340
.70	11,200	64	12,513
2.31	36,960	16,078	11,294
1.60	28,400	6,715	53,038
1.06	24,360	8,680	35,114
.65	876,890	9,675	33,040
30.76	170,450	5,640	385,555
4.39	61,400	3,003	176,000
15.85	233,600	1,500	64,403
.57	9,120	2,905	1,500
1.19	12,770	2,310	266,505
4.15	24,900	2,984	11,420
4.57	91,400	2,904	15,764
26.29	676,080	355	27,304
.86	17,200	15,014	91,655
1.43	23,680	3,301	691,074
.77	15,400	2,749	21,001
29.84	359,280	17,351	27,429
.81	4,060	3,974	32,751
.61	3,680	600	353,254
44.24	809,300	800	4,650
1.71	11,625	16,922	4,260
3.96	27,360	11,907	826,292
.42	92,060	7,214	23,532
.88	2,100	1,190	23,943
37.98	14,060	1,043	99,374
29.70	372,300	4,137	2,290
2.11	255,400	2,590	15,123
.47	39,490	1,956	376,437
8.17	4,700	700	353,900
1.33	163,400	12,996	41,446
1.52	26,000	5,446	5,400
.77	12,330	8,328	176,399
5.40	103,680	162,053	33,046
			7,600
			20,648
			266,913
			850

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	TRACE		Value of Machinery, etc., Furniture,	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Norfolk and Western Railway Company (Continued)	Marion, town of Martinsville, town of	1.53	\$ 36,900	—	\$ 11,334	\$ 47,924	—	—	—
		1.18	14,180	—	8,438	22,098	—	—	—
		40.05	871,520	—	42,933	914,453	—	—	—
		15.74	401,700	—	3,446	405,146	—	—	—
		.85	25,800	—	907	26,707	—	—	—
		7.58	178,700	\$ 11,900	1,055,924	1,246,424	—	—	—
		16.16	418,920	—	42,736	461,656	—	—	—
		1.11	17,700	—	4,461	22,331	—	—	—
		1.44	28,040	—	23,263	45,303	—	—	—
		27.03	584,000	9,463	91,029	684,491	—	—	—
	Norton, town of Nottoway county	20.05	475,730	—	4,539	480,269	—	—	—
		.95	10,000	—	1,604	20,604	—	—	—
		2.46	48,300	—	53,333	101,633	—	—	—
		2.35	35,410	—	8,085	43,475	—	—	—
		25.03	500,400	—	7,779	508,179	—	—	—
		28.74	412,480	—	11,191	423,671	—	—	—
		26.08	593,400	—	9,905	603,305	—	—	—
		4.45	75,800	—	19,365	95,165	—	—	—
		8.23	94,900	900	26,571	124,371	—	—	—
		2.57	29,420	—	7,003	36,423	—	—	—
		.90	10,800	—	3,006	13,806	—	—	—
		7.15	208,910	13,667,761	1,413,662	15,190,294	—	—	—
		44.13	713,630	—	20,135	733,765	—	—	—
		33.16	521,070	—	8,748	529,818	—	—	—
		19.01	204,160	—	4,798	208,958	—	—	—
		.79	9,480	—	3,083	12,563	—	—	—
		.92	18,400	—	2,193	20,593	—	—	—
		36.36	520,580	—	9,499	530,079	—	—	—
		2.26	79,740	—	14,566	94,306	—	—	—
		1.93	12,235	—	1,600	13,835	—	—	—
		2.78	36,560	—	29,424	65,974	—	—	—
		21.02	440,400	—	5,863	446,263	—	—	—
		1.22	12,200	—	3,200	15,400	—	—	—
		7.05	141,000	—	3,061	144,061	—	—	—
		.71	21,300	—	14,836	35,936	—	—	—
		14.27	285,400	—	150	285,550	—	—	—
		2.11	38,760	—	849	39,609	—	—	—

Potomac, Fredericksburg and Piedmont Railroad Company	20.00	948,390	12,530,063	3,587,253	28,413,311	\$248,845 54	\$376,311 77
Fredericksburg, city of	90	1,250	20,735	7,910	29,945		
Orange county	19.00	42,750	15	1,707	44,472		
Spotsylvania county	18.00	40,500	50	65	40,615		
Total	37.50	84,600	20,790	9,682	115,072	408 76	1,141 81
Prince William county	1.10	23,000			23,000	115 50	503 59
Ashland, town of	1.42	42,600		8,006	50,606		
Caroline county	25.42	702,300		27,638	700,738		
				452	452		
	1.02	27,800		25,182	52,982		
	11.82	354,000		18,351	372,351		
	12.62	366,150		156,401	521,521		
	90	18,000		131	18,131		
	1.02	37,900	640,605	513,943	1,152,407		
	9.24	277,300	2,500	7,969	287,669		
Stafford county	17.82	534,000		14,794	549,304		
Total	81.92	2,411,720	643,005	773,048	3,826,833	13,363 91	41,468 02
Richmond, Fredericksburg and Potomac, and Richmond and Petersburg Railroad Connection Company	1.21	72,600		880	73,480	267 18	683 21
Richmond and Mecklenburg Railroad Company	7.82	70,380		1,150	71,530		
Chase City, town of	1.00	9,000		3,050	12,050		
Clarksville, town of	.58	5,310	45,640	2,000	52,970		
Keyville, town of	.63	5,850			5,850		
Lunenburg county	2.76	24,340		500	25,340		
Mecklenburg county	18.51	166,500		3,365	169,865		
Total	31.33	281,970	45,640	10,065	337,685	1,181 93	1,181 93
Roaring Fork Railroad Company	1.63	9,720	28,000	25	37,745	132 10	387 27

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE--CONTINUED.

NAME OF COMPANY	LOCATION	TRACK		Value of Machinery, etc., Furniture, etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Roselyn Connecting Railroad Company.....	Alexandria county.....	1.44	\$ 23,040	\$ 1,037	\$ 24,234	\$ 43,301	\$ 109 06	\$ 121 09	\$ 230 14
Rustin Railroad Company.....	Pulaski county.....	2.76	5,530	-----	-----	5,520	19 33	\$ 00	25 33
Seaboard Air Line Railway.....	Boydine, town of.....	712	11,731	-----	1,731	13,493	-----	-----	-----
		22 021	452,430	-----	20,126	472,546	-----	-----	-----
		22 081	441,020	-----	16,178	457,198	-----	-----	-----
		26 899	537,980	-----	17,442	555,422	-----	-----	-----
		.790	15,800	-----	5,144	20,944	-----	-----	-----
		2.007	40,140	640	33,134	73,914	-----	-----	-----
		7 600	153,200	-----	13,362	166,562	-----	-----	-----
		17 850	337,000	-----	16,090	353,090	-----	-----	-----
		17 420	348,400	-----	13,712	362,112	-----	-----	-----
		9 030	180,000	36,150	573,978	760,728	-----	-----	-----
		1.061	21,020	524,124	27,141	572,285	-----	-----	-----
		1 500	51,800	30,500	615,455	597,755	-----	-----	-----
		2 417	56,905	-----	114,973	171,973	-----	-----	-----
		25.530	472,450	-----	23,118	495,568	-----	-----	-----
	Suffolk, city of.....	830	16,000	-----	8,117	24,717	-----	-----	-----
Total.....	Total.....	138 538	3,157,756	591,414	1,396,745	5,147,915	18,517 70	12,239 61	30,257 31
Southern Railway Company.....	Albemarle county.....	22 13	642,400	-----	7,320	649,720	-----	-----	-----
		1 08	45,240	10,700	119,238	176,208	-----	-----	-----
		.65	6,000	-----	11,978	18,578	-----	-----	-----
		1.50	45,000	-----	3,225	48,225	-----	-----	-----
		19.10	268,500	-----	9,575	296,075	-----	-----	-----
		22 43	476,400	-----	36,069	514,469	-----	-----	-----
		.60	12,000	-----	1,080	13,080	-----	-----	-----
		.90	13,600	-----	3,310	16,710	-----	-----	-----
		1.03	16,460	-----	1,240	17,700	-----	-----	-----
		22 95	965,140	-----	16,324	981,464	-----	-----	-----
		17 35	260,250	-----	3,150	263,400	-----	-----	-----
		.94	18,600	-----	24,420	43,020	-----	-----	-----
		.57	11,400	-----	7,958	19,358	-----	-----	-----
		18.92	263,800	-----	4,040	267,840	-----	-----	-----

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STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	TRACK		Value of Machine- ery, Furniture, etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Surry, Sussex and Southampton Railway Company.	Dendroa, town of.....	1.50	\$ 6,000	\$ 41,835	\$ 8,045	\$ 55,880			
	Southampton county.....	29.50	40,000	—	1,366	41,366			
	Surry county.....	22.50	70,000	—	2,075	72,075			
	Sussex county.....	11.33	20,330	—	540	20,870			
	Wakefield, town of.....	1.27	5,080	—	1,338	6,418			
	Total.....	67.10	151,400	41,835	13,563	206,838	\$ 723 90	\$1,269 64	\$ 2,003 54
Tidewater and Western Railroad Company.	Chesterfield county.....	29.53	79,080	47,740	—	126,820	138,240		
	.....	26.41	50,330	—	1,643	51,973			
	.....	.10	300	—	304	604			
	.....	26.71	53,420	—	2,322	55,742			
	Richmond, city of.....	.79	1,850	300	86	2,236			
	Total.....	92.54	185,080	48,040	16,763	249,883	874 59	1,011 12	1,885 72
Valley Railroad Company of Vir- gins.	Augusta county.....	32.01	256,080	—	5,455	261,535			
	n of.....	—	—	—	1,140	1,140			
	of.....	1.48	11,940	—	1,183	13,123			
	.....	1.23	10,640	—	18,023	28,663			
	.....	19.11	128,880	—	10,388	139,268			
Staunton, city of.....	.....	9.01	79,280	—	500	80,280			
	.....	—	—	—	4,456	4,456			
	.....	—	—	—	839	839			
	.....	—	—	—	1,175	1,175			
	.....	.72	5,760	67,730	27,802	101,392			
	Total.....	81.56	492,480	67,730	70,908	631,116	2,208 90	2,050 19	4,259 09
Virginia-Carolina Railway Co.....	Abingdon, town of.....	.12	730	21,260	2,075	24,065			
	Damascus, town of.....	2.33	8,480	—	980	9,460			
	Washington county.....	27.06	163,300	—	3,880	167,180			
	—	—	—	—	—			
	Total.....	29.50	171,510	21,260	6,835	199,435	686 02	1,200 96	1,886 98

Virginia and Kentucky Railway Company.....	408 2 764	2,080 18,970	2,060	310	4,390 18,970	81 76	128 66	210 42
Total.....	4,200	21,000	3,060	310	23,360			
Virginia Southern Railroad Company.....	6 00	30,000	6,280	1,843	37,823			
Smyth county.....	6 00	30,000		90	30,090			
Total.....	12 00	60,000	6,280	1,933	67,923	237 73	436 61	673 24
Virginia and Southwestern Railway Company.....	48 3 10 1 50 .43 1 00 46 23 78 43 42 14 77 9 18	3,760 37,200 15,000 3,180 22,800 7,800 184,400 493,840 147,700 87,460		203 1,600 45,897 1,250 325 100 6,000 6,630 2,850 10,000	6,026 38,700 668,672 6,410 23,125 7,800 190,820 499,460 150,550 98,270			
Total.....	98 21	1,007,180	608,525	73,990	1,689,635	5,913 73	9,248 46	15,263 18
Bedford county.....	30 20 .87 21 62 32 88 27 26 28 79 10 74 7 67 26 24 26 33 13 15 33	432,200 13,920 345,920 528,080 436,160 476,640 171,840 123,720 4,160 368,460 530,080 245,600		6,195 1,914 6,563 7,998 6,037 6,144 1,761 1,079 1,721 5,911 10,060 2,855 11,214 23,244	439,395 15,834 352,503 534,078 442,187 432,784 173,631 123,799 5,881 394,391 540,120 248,455 3,812,007 264,324			
Total.....	22 38 4 92 6 10 3 40 18 98 2 33 23 07 1 12 10 87 1 44	368,080 78,720 129,600 54,400 303,680 37,280 333,120 17,920 173,920 23,040	2,300,798 3,000	364 739 33,863 4,310 3,204 8,540 3,033 6,631 24,031	79,084 120,359 89,263 307,960 40,584 341,670 20,942 180,571 50,561			
Total.....	339 66	5,274,560	2,306,293	177,540	7,760,413	27,161 44	28,563 43	65,824 92
Virginian Railway Company, The.....								

STATEMENT OF TAXABLE VALUES OF STEAM RAILROAD PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	TRACK		Value of Machinery, Furniture etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Virginian Terminal Railway Company, The.....	Norfolk, city of.....	1.46	\$ 43,800	\$ 5,000	\$ 218,288	\$ 5,000			
	Norfolk county.....					262,088			
	Total.....	1.46	43,800	5,000	218,288	267,088	\$ 934 81		\$ 934 81
Washington Southern Railway Company.....	Alexandria, city of.....			199,150		199,150			
	Alexandria county.....	6.87	384,900	36,000	218,948	639,848			
	Fairfax county.....	18.17	513,140		58,251	571,391			
	Prince William county....	10.66	319,800	500	48,061	368,361			
	Total.....	35.70	1,217,840	235,650	325,260	1,778,750	6,225 62	\$ 11,672 09	17,897 71
White Top Railway Company.....	Washington county.....	5.568	33,408	100	375	33,883	118 59	48 78	167 37
Winchester and Potomac Railroad Company.....	Clarke county.....	3.17	47,550		82	47,632			
	Frederick county.....	7.67	116,050		2,417	117,467			
	Winchester, city of.....	.38	5,700	58,090	18,727	82,517			
	Total.....	11.22	168,300	58,090	21,226	247,616	866 66	693 43	1,560 09
Winchester and Strasburg Railroad Company.....	Frederick county.....	14.26	213,900		5,452	219,352			
	Shenandoah county.....	4.19	62,850		1,487	64,337			
	Winchester, city of.....	.55	8,250	29,760	2,326	40,336			
	Total.....	19.00	285,000	29,760	9,265	324,025	1,134 09	1,208 99	2,343 08
	Grand total.....	4,506.71	\$69,319,437	\$32,985,808	\$12,508,767	\$114,814,012	\$401,848 91	\$629,328 48	\$1,081,177 39

STATEMENT

Of the Taxable Values of Mining and Lumber Railroad Properties in the State, and the Taxes Assessed Thereon, and the Franchise Tax Assessed Upon the Gross Transportation Receipts for the Year Ending 30th June, 1913.

NAME OF COMPANY	LOCATION	TRACK		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Brill, George W., Lumber Company, Inc.....	Dinwiddie county.....	14.00	\$ 25,200	\$ 1,500	\$ 130	\$ 26,830	\$ 93 90	\$ 2 10	\$ 96 00
Currier Lumber Corporation.....	Wise county.....	19.83	31,000	18,000	4,150	53,810	188 33	80 80	269 13
Dismal Swamp Railroad Company.....	Norfolk county.....	12.00	24,000	7,640	3,340	34,980	122 43	188 10	310 53
Honaker Lumber Company, Inc.....	Buchanan county.....	12.00	14,400	-----	100	14,500	-----	-----	-----
	Dickinson county.....	1.00	1,000	-----	-----	1,000	-----	-----	-----
	Russell county.....	9.00	13,500	17,700	523	31,723	-----	-----	-----
	Total.....	22.00	28,900	17,700	623	47,223	165 28	100 70	265 98
Longdale Iron Company.....	Alleghany county.....	12.00	36,000	14,270	3,428	53,698	187 94	-----	187 94
Mathieson Alkali Works, The.....	Smyth county.....	2.00	10,000	14,923	457	25,380	88 83	71 20	160 03
New York Mining and Manufacturing Company.....	Wise county.....	4.00	16,000	3,000	-----	19,000	66 50	80 08	146 58
Shenandoah Iron and Coal Company, Inc.....	Shenandoah county.....	11.00	5,500	680	40	6,220	21 77	38 23	60 00
Southern Gypsum Company, Inc.....	Smyth county.....	3.50	14,000	2,125	100	16,225	56 78	26 97	83 75
Sulphur Mining and Railroad Company.....	Louisa county.....	3.75	18,750	-----	-----	18,750	65 63	-----	65 63
Tuckahoe and James River Railroad Company, The.....	Goochland county.....	1.00	8,000	-----	-----	8,000	-----	-----	-----
	Henrico county.....	4.00	32,000	4,775	25	36,800	-----	-----	-----
	Total.....	5.00	40,000	4,775	25	44,800	156 80	34 42	191 22

CONTINUED.

NAME OF COMPANY	LOCATION	Tr ck		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Virginia Ore and Lumber Company, Inc.....	Franklin county.....	4.75	\$ 11,875	-----	\$ 166	\$ 12,041			
	Henry county.....	1.73	4,325	-----	277	4,602			
	Patrick county.....	5.85	14,625	\$ 1,235	395	16,255			
	Total.....	12.33	30,825	1,235	838	32,898	\$ 115 14	\$ 85 66	\$ 200 80
Virginia Portland Railway Company.....	Augusta county.....	3.00	9,000	3,900	-----	12,900	45 15	233 16	278 31
	Amelia county.....	5.00	7,500	-----	-----	7,500			
Wilson Saw Mill Company, Inc.....	Dinwiddie county.....	1.00	1,500	-----	100	1,600			
	Nottoway county.....	7.50	11,250	4,000	125	15,375			
	Total.....	13.50	20,250	4,000	225	24,475	85 66	8 51	94 17
	Grand total.....	137.91	\$ 310,085	\$ 93,748	\$ 13,356	\$ 417,189	\$1,460 14	\$ 949 93	\$ 2,410 07

STATEMENT

Of the Taxable Values of Electric Railway Properties in the State, and the Taxes Assessed Thereon, and the Franchise Tax Assessed Upon the Gross Transportation Receipts for the Year Ending 30th June, 1913.

NAME OF COMPANY	LOCATION	TRACK		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
		Miles	Value						
Appalachian Power Company.....	Graham, town of.....	.79	\$ 5,930	\$ 494	-----	\$ 6,424	\$ 22 48	\$ 86 00	\$ 108 48
Blue Ridge Light and Power Company.....	Augusta county.....	.80	3,200	-----	\$ 1,325	4,525			
	Staunton, city of.....	4.50	18,000	-----	4,785	25,835			
	Total.....	5.30	21,200	3,050	6,110	30,360	106 26	116 07	222 33
Bristol Traction Company.....	Bristol, city of.....	3.57	12,495	1,488	-----	13,983	48 94	63 57	112 51
Charlottesville and Albemarle Railway Company.....	Albemarle county.....	1.88	25,380	2,906	47,883	76,169			
	Charlottesville, city of...	1.40	18,900	15,032	4,756	38,688			
	Total.....	3.28	44,280	17,938	52,839	114,857	402 00	388 49	790 49
Citizens Railway, Light and Power Company.....	Newport News, city of...	3.80	58,800	35,900	27,500	122,200			
	Warwick county.....	1.11	17,200	-----	4,000	21,200			
	Total.....	4.91	76,000	35,900	31,500	143,400	501 90	270 10	772 00
Danville Traction and Power Company.....	Danville, city of.....	5.22	74,580	43,071	26,937	144,588			
	Pittsylvania county.....	.34	4,080	-----	-----	4,080			
	Total.....	5.56	78,660	43,071	26,937	148,668	520 34	1,279 80	1,800 14
Hampton Roads Traction Company	Elizabeth city county.....	7.13	111,260	6,000	12,000	129,260			
	Hampton, city of.....	.56	7,840	-----	900	8,740			
	Warwick county.....	.50	9,000	-----	-----	9,000			
	Total.....	8.19	128,100	6,000	12,900	147,000	514 50	-----	514 50

STATEMENT OF THE TAXABLE VALUES OF ELECTRIC RAILWAY PROPERTIES IN THE STATE—CONTINUED.

	TRACE		Value of Rolling Stock, Etc.	Value of all Other Property	Total Property Value	Tax on Property	Franchise Tax	Total Tax
	Miles	Value						
Henrico and Chesterfield Railway Company.....	2.80	\$ 10,000	.....	.....	\$ 10,000	\$ 25 00	.....	\$ 25 00
Lynchburg Traction and Light Company.....	1.005	16,000	\$ 30,000	\$ 61,910	107,910	.....	.....	.....
Lynchburg, city of.....	12.920	900,000	134,975	120,000	456,404	.....	.....	.....
Total.....	14.625	219,850	164,975	182,530	567,354	1,985 77	\$ 2,373 72	4,359 49
Roanoke county.....	.87	8,372	10,111	5,304	23,822	63 37	50 06	133 43
Elizabeth city county.....	7.51	120,700	103,760	43,500	277,960	.....	.....	.....
Hampton, city of.....	2.82	47,000	101,550	37,500	186,050	.....	.....	.....
Newport News, city of.....	7.46	117,200	.....	900	117,400	.....	.....	.....
Phoenix, town of.....	1.80	32,060	.....	.....	32,060	.....	.....	.....
Total.....	19.61	336,960	306,300	81,200	613,450	2,147 07	2,806 76	5,013 83
Norfolk City and Suburban Railway Company.....	4.50	47,250	3,252	473	51,783	.....	.....	.....
Norfolk county.....	.....	.....	.....	907	48,067	.....	.....	.....
Total.....	4.50	47,250	3,252	1,380	51,783	181 23	64 63	246 86
Norfolk and Ocean View Railway Company.....	4.204	52,626	15,700	400	68,726	.....	.....	.....
Norfolk county.....	4.949	36,786	50	14,000	52,643	.....	.....	.....
Total.....	9.153	91,432	15,750	14,400	121,573	426 50	653 45	1,078 95
Norfolk Railway and Light Company.....	21.376	372,365	55,060	25,000	452,440	.....	.....	.....
Norfolk county.....	14.306	178,000	20,000	56,500	254,500	.....	.....	.....
Portsmouth city of.....	.....	.....	20,000	.....	20,000	.....	.....	.....
Total.....	35.771	551,365	104,060	81,500	736,900	2,579 15	2,579 15

STATE CORPORATION COMMISSION.

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Company	Radford, city of	2 63	10,520	2,520	2,000	16,380	57 22	102 84	160 06
Radford Water Power Company	Radford, city of								
Richmond and Chesapeake Bay Railway Company	Ashtand, town of	546 1 281 4 820 7 636 349	9,568 20,176 78,920 122,176 10,470	2,500	4,326	16,862 20,176 78,920 122,176 69,366			
	Richmond, city of								
Total		14,764	241,110	49,535	20,440	330,035	1,120 29	561 26	1,711 55
Richmond and Henrico Railway Company, The	Richmond, city of	4 93	254,567	127,000	74,825	456,395	1,508 39	1,088 45	2,596 84
Richmond and Rappahannock River Railway Company	Henrico county	*10 96 7 34 .40	8,450 23,340 1,400		4,420 8,515 2,708	12,870 24,125 20,838			
	Richmond, city of			16,780					
Total		7 64	25,190	16,780	15,943	57,913	257 88	391 56	639 25
Roanoke Railway and Electric Company	Roanoke, city of	13 43	212,240	97,100	107,315	417,555			
	Roanoke county	5 63	55,200		26,100	80,300			
	Salem, town of	2 44	15,000		6,700	21,700			
	Vinton, town of	1 00	6,000		800	6,800			
Total		25 50	288,500	97,100	139,915	536,515	1,842 80	3,045 50	4,391 30
Tasewell Street Railway Company	North Tasewell, town of	.32	900			900			
	Tasewell county	.44	1,230			1,230			
	Tasewell, town of	1 21	3,630	1,250	250	5,130			
Total		1 97	5,910	1,250	250	7,410	25 94	84 61	120 55
Virginia Railway and Power Company	Barton Heights, town of	31 22 23 1 03 1 23 9 29 1 96 9 989 21 920 6 43 12 249 1 13 24 45	12,150 262,270 10,500 10,240 80,320 15,690 118,025 275,690 84,540 151,472 11,800 821,325			12,150 274,578 15,340 10,240 90,458 15,690 437,825 303,440 153,430 174,612 11,800 1,754,948			
				160,600	129,500	437,825			
				100	27,650	303,440			
				43,350	26,540	153,430			
				22,240	900	174,612			
				508,400	430,314	1,754,948			
Total		132 487	1,853,522	758,600	641,797	3,254,009	111,399 03	28,341 81	39,730 84

*Right of way partly graded.

STATEMENT

Of the Taxable Values of Telegraph and Telephone Properties in the State, and the Taxes Assessed Thereon, and the License Tax Assessed Upon the Gross Earnings and Receipts for the Year Ending 30th June, 1913.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Aarons Creek Telephone Company.	Halifax county.....	2 00	.....	\$ 80 00	\$ 12 00	\$ 72 00			
	Mecklenburg county.....	8 00	.....	240 00	146 00	386 00			
	Total.....	10 00	.....	300 00	158 00	458 00	\$ 1 60		\$ 1 60
Albemarle Telephone Company....	Albemarle county.....	133.75	.125	5,450 00	9,190 00	14,640 00			
	Charlottesville, city of....	6 00	1.00	1,400 00	27,180 00	28,580 00			
	Total.....	139.75	1.125	6,850 00	36,370 00	43,220 00	151 30	397 53	548 83
Altavista Telephone Company, Inc.	Altavista, town of.....	4 00	.....	160 00	462 00	622 00			
	Bedford county.....	5 00	.....	75 00	25 00	100 00			
	Campbell county.....	47 00	.....	705 00	312 00	1,018 00			
Amelia and Powhatan Telephone Company, The.....	Total.....	56 00	.....	940 00	800 00	1,740 00	6 00	17 00	23 00
	Amelia county.....	34 00	.....	510 00	24 23	534 23			
	Powhatan county.....	8 00	.....	120 00	.....	120 00			
American Telephone and Telegraph Company of Virginia.....	Total.....	42 00	.....	630 00	24 23	654 23	3 20		3 20
	Albemarle county.....	34.86	.....	4,337 50	7,700 20	12,037 70			
	.....	1.45	.....	183 50	613 20	796 70			
	.....	34.75	.....	4,343 75	8,304 60	12,648 35			
	.....	23.39	.....	3,548 75	6,749 00	10,297 75			
	.....	21 16	.....	2,645 00	3,792 40	6,437 40			
	.....	7 60	.....	950 00	505 00	1,455 00			
	.....	13 00	.....	1,737 50	1,946 00	3,683 50			
	.....	31 00	.....	3,875 00	4,342 40	8,217 40			
	.....	1 13	.....	141 25	755 80	897 05			
	.....	.75	.....	97 50	109 20	206 70			

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
American Telephone and Telegraph Company of Virginia. (Continued.)		83	---	\$ 103 75	\$ 157 40	\$ 261 15			
		35 15	---	4,303 75	11,373 00	15,766 75			
		32 83	---	4,102 50	13,734 40	17,836 90			
		24 86	---	3,107 50	860 00	3,967 50			
		2 13	---	265 00	338 00	603 00			
		2 26	---	282 50	1,885 00	2,167 50			
		1 13	---	141 25	203 40	344 65			
		22 59	---	2,823 75	4,908 80	7,732 55			
		1 59	---	198 75	330 00	528 75			
		23	---	27 50	1,215 40	1,242 90			
		29 94	---	4,992 50	8,188 00	13,180 50			
		29	---	36 25	431 80	468 05			
		1 54	---	192 50	378 00	570 50			
		29 07	---	4,853 75	12,596 40	17,450 15			
		96	---	120 00	313 50	433 50			
		15 23	---	1,910 00	3,201 00	5,111 00			
		1 29	---	161 25	156 00	317 25			
		15 06	---	1,831 25	180 00	2,011 25			
		10 37	---	1,296 25	3,531 40	4,827 65			
		12 63	---	1,578 75	4,355 40	5,934 15			
		89	---	111 25	5,304 90	5,416 15			
		9 40	---	1,175 00	124 60	1,300 60			
		1 16	---	145 00	3,196 00	3,341 00			
		20 20	---	2,537 50	8,698 00	11,235 50			
		18 22	---	2,402 50	6,977 20	9,379 70			
		1 26	---	157 50	4,348 40	4,505 90			
		13 00	---	1,625 00	4,460 00	6,085 00			
		22 81	---	2,851 25	4,105 80	6,957 05			
		19 08	---	2,497 50	4,333 30	6,830 80			
		19	---	22 75	16 20	38 95			
		51	---	62 75	3,131 00	3,193 75			
		29 15	---	4,893 75	15,128 00	20,021 75			
		2 25	---	281 25	945 00	1,226 25			
		25 56	---	3,197 50	4,604 40	7,801 90			
		18 33	---	3,201 25	5,975 40	9,176 65			
		26 06	---	3,287 50	8,349 20	11,636 70			

STATE CORPORATION COMMISSION.

[illegible]

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Bedford and Campbell County Telephone and Telegraph Co....	Bedford county.....	18 ■	.....	\$ 540 00	\$ 404 00	\$ 944 00	\$ 3 36	\$ 6 43	\$ 9 79
	Campbell county.....	.....	.....	15 00	3 00	18 00	.....	.....	.....
	Total.....	18 50	.....	555 00	407 00	962 00	3 36	6 43	9 79
Bedford Southside Telephone and Telegraph Corporation.....	Bedford county.....	70 00	.....	1,050 00	675 00	1,725 00	6 03	11 27	17 30
	Roanoke county.....	9 00	.....	370 00	194 00	464 00	1 62	4 74	6 36
Bent Mountain Telephone Company, Inc.....	Bedford county.....	60 00	.....	1,800 00	943 00	2,743 00	9 60	9 72	19 32
	Nottoway county.....	40 25	.....	1,610 00	4,249 50	5,859 50	20 51	13 16	33 67
Blair Telephone Company.....	Carroll county.....	18 00	.....	270 00	55 00	325 00	1 14	.....	1 14
Bland Telephone Company.....	Bland county.....	72 00	.....	1,090 00	190 00	1,270 00	4 44	4 00	8 44
Bluefield Telephone Company.....	Graham, town of.....	2 00	.....	150 00	635 64	785 64	.....	.....	.....
	.....	1 00	.....	40 00	18 00	58 00	.....	.....	.....
	.....	50	.....	37 50	693 00	730 50	.....	.....	.....
	.....	46 00	.....	1,940 00	501 00	2,441 00	.....	.....	.....
	.....	71 03	.....	2,130 00	1,504 00	3,634 00	.....	.....	.....
Botetourt Telephone Company, The.....	Botetourt county.....	125 50	.....	4,572 50	4,358 85	8,931 35	31 26	107 81	139 07
	Buchanan, town of.....	35 50	.....	1,012 00	188 00	1,190 00	.....	.....	.....
	Total.....	1 00	.....	40 00	185 00	235 00	.....	.....	.....
Bristol Telephone Company, The.....	Abingdon, town of.....	36 ■	.....	1,053 50	363 00	1,406 50	4 93	8 77	13 69
	Bristol, city of.....	4 00	.....	300 00	2,502 00	2,802 00	.....	.....	.....
	Glade Spring, town of.....	13 00	.....	1,300 00	5,926 00	6,926 00	.....	.....	.....
		1 50	.....	60 00	267 00	347 00	.....	.....	.....

STATE CORPORATION COMMISSION.

	Smyth county	1.00	30 00	45 00	75 00			
	Washington county.....	51.00	1,530 00	1,077 00	2,607 00			
	Total.....	70.50	3,220 00	9,537 00	12,757 00	44 65	176 30	220 95
Broadford Telephone Company, Inc.....	Smyth county.....	41.00	615 00	367 00	982 00	3 43	5 00	8 43
Brunswick Mutual Telephone Company, Inc.....	Brunswick county.....	58.00	945 00	1,160 00	2,105 00			
	Lawrenceville, town of.....	5.00	200 00	5,996 50	6,196 50			
	Total.....	63.00	1,145 00	7,156 50	8,301 50	29 06	42 32	71 37
Bruton Telephone Company.....	York county.....	10.00	150 00	248 00	398 00	1 39	2 06	3 45
Buffalo Ridge Telephone Company, Inc.....	Patrick county.....	36.00	540 00	611 00	1,151 00	4 02	96	4 98
Bull Run Telephone Company, Inc., The.....	Fauquier county.....	9.00	135 00	70 00	205 00			
	Prince William county.....	11.00	165 00	51 00	216 00			
	Total.....	20.00	300 00	121 00	421 00	1 47	1 07	2 54
Burk's Fork Telephone Company.....	Carroll county.....	40.00	1,200 00	480 00	1,680 00	5 88	-----	5 88
Burke's Garden Telephone Exchange.....	Tazewell county.....	15.00	225 00	120 00	345 00	1 20	-----	1 20
Campbell Terrell Telephone Company.....	Caroline county.....	21.00	630 00	181 00	811 00			
	Hanover county.....	15.00	450 00	140 00	590 00			
	King William county.....	5.00	150 00	45 00	195 00			
	Total.....	41.00	1,230 00	366 00	1,596 00	5 58	-----	5 58
Capital City Telephone Company.....	Alexandria, city of.....	4.00	600 00	3,122 00	3,722 00			
	Alexandria county.....	10.00	300 00	130 00	430 00			
	Fairfax county.....	35.00	1,370 00	1,196 00	2,566 00			
	Total.....	49.00	2,270 00	4,447 00	6,717 00	23 51	65 66	89 17
Caroline County Telephone Company, Inc.....	Bowling Green, town of.....	3.00	120 00	618 00	738 00			
	Caroline county.....	150.00	4,500 00	2,226 00	6,726 00			
	King and Queen county.....	3.00	90 00	36 00	126 00			
	King William county.....	.50	15 00	15 00	30 00			
	Total.....	156.50	4,725 00	2,895 00	7,620 00	26 67	41 88	68 55
Carroll Telephone Company.....	Carroll county.....	101.00	1,515 00	924 00	2,439 00	8 54	3 49	12 03

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Bedford and Campbell County Telephone and Telegraph Co.	Bedford county.....	18 00	.....	\$ 540 00	\$ 404 00	\$ 944 00			
	Campbell county.....	.50	.....	15 00	3 00	18 00			
	Total.....	18.50	.....	555 00	407 00	962 00	\$ 3 36	\$ 6 43	\$ 9 79
Bedford Southside Telephone and Telegraph Corporation.....	Bedford county.....	70 00	.....	1,050 00	675 00	1,725 00	\$ 6 08	11 27	17 35
	Roanoke county.....	9 00	.....	270 00	194 00	464 00	1 62	4 74	6 36
	Total.....	79 00	.....	1,320 00	869 00	2,189 00	7 70	16 01	23 71
Buckstone Telephone Company.....	Bedford county.....	60 00	.....	1,800 00	943 00	2,743 00	9 60	9 73	19 33
	Nottoway county.....	40 25	.....	1,610 00	4,249 50	5,859 50	20 61	13 16	33 77
	Total.....	100 25	.....	3,410 00	14,192 50	17,602 50	30 21	22 89	53 10
Blair Telephone Company.....	Carroll county.....	18 00	.....	270 00	55 00	325 00	1 14	.....	1 14
	Bland county.....	72 00	.....	1,050 00	190 00	1,240 00	4 44	4 00	8 44
	Total.....	90 00	.....	1,320 00	245 00	1,565 00	5 58	4 00	9 58
Bluefield Telephone Company.....	Graham, town of.....	2 00	.....	150 00	635 64	785 64			
	town of.....	1 00	.....	40 00	18 00	58 00			
	of.....	50	.....	37 50	603 00	740 50			
Botetourt Telephone Company, The.....	Botetourt county.....	35 50	.....	1,012 50	168 00	1,180 50			
	Buchanan, town of.....	1 00	.....	40 00	185 00	225 00			
	Total.....	36 50	.....	1,052 50	353 00	1,405 50	31 26	107 81	139 07
Bristol Telephone Company, The.....	Abingdon, town of.....	4 00	.....	300 00	2,502 00	2,802 00			
	Bristol, city of.....	13 00	.....	1,300 00	5,026 00	6,326 00			
	Glade Spring, town of.....	1.50	.....	60 00	257 00	317 00	4 92	8 77	13 69

	Smyth county	1.00	-----	30 00	45 00	75 00						
	Washington county.....	51.00	-----	1,530 00	1,077 00	2,607 00						
	Total.....	70.50	-----	3,220 00	9,537 00	12,757 00	44 65	176 30	220 95			
Broadford Telephone Company, Inc.....	Smyth county.....	41.00	-----	615 00	367 00	982 00	3 43	5 00	8 43			
Brunswick Mutual Telephone Company, Inc.....	Brunswick county.....	58.00	-----	945 00	1,160 00	2,105 00						
	Lawrenceville, town of.....	5.00	-----	200 00	5,996 50	6,196 50						
	Total.....	63.00	-----	1,145 00	7,156 50	8,301 50	29 05	42 32	71 37			
Bruton Telephone Company.....	York county.....	10.00	-----	150 00	248 00	398 00	1 39	2 06	3 45			
Buffalo Ridge Telephone Company, Inc.....	Patrick county.....	36.00	-----	540 00	611 00	1,151 00	4 02	96	4 98			
Bull Run Telephone Company, Inc., The.....	Fauquier county.....	9.00	-----	135 00	70 00	205 00						
	Prince William county.....	11.00	-----	165 00	51 00	216 00						
	Total.....	20.00	-----	300 00	121 00	421 00	1 47	1 07	2 54			
Burk's Fork Telephone Company ..	Carroll county.....	40.00	-----	1,200 00	480 00	1,680 00	5 88	-----	5 88			
Burke's Garden Telephone Exchange.....	Tasewell county.....	15.00	-----	225 00	120 00	345 00	1 20	-----	1 20			
Campbell Terrell Telephone Company.....	Caroline county.....	21.00	-----	630 00	181 00	811 00						
	Hanover county.....	15.00	-----	450 00	140 00	590 00						
	King William county.....	5.00	-----	150 00	45 00	195 00						
	Total.....	41.00	-----	1,230 00	366 00	1,596 00	5 58	-----	5 58			
Capital City Telephone Company.....	Alexandria, city of.....	4.00	-----	600 00	3,122 00	3,722 00						
	Alexandria county.....	10.00	-----	300 00	130 00	430 00						
	Fairfax county.....	35.00	-----	1,370 00	1,195 00	2,565 00						
	Total.....	49.00	-----	2,270 00	4,447 00	6,717 00	23 51	65 66	89 17			
Caroline County Telephone Company, Inc.....	Bowling Green, town of.....	3.00	-----	120 00	618 00	738 00						
	Caroline county.....	150.00	-----	4,500 00	2,226 00	6,726 00						
	King and Queen county.....	3.00	-----	90 00	36 00	126 00						
	King William county.....	.50	-----	15 00	15 00	30 00						
	Total.....	156.50	-----	4,725 00	2,895 00	7,620 00	26 67	41 88	68 55			
Carroll Telephone Company.....	Carroll county.....	101.00	-----	1,515 00	924 00	2,439 00	8 54	3 49	12 03			

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Carson Telephone Company.....	Prince George county.....	7.75	-----	\$ 232 50	\$ 116 50	\$ 349 00			
	Sussex county.....	1.00	-----	30 00	16 00	46 00			
	Total.....	8.75	-----	262 50	132 50	395 00	\$ 1 36	\$ 06	\$ 1 44
Cedar Run Mutual Telephone Company, The.....	Fauquier county.....	68.00	-----	1,020 00	244 00	1,264 00			
	Prince William county.....	38.00	-----	570 00	172 00	742 00			
	Stafford county.....	12.00	-----	180 00	-----	180 00			
	Total.....	118.00	-----	1,770 00	416 00	2,186 00	7 65	36	8 01
Central Telephone Company.....	Appomattox county.....	1.00	-----	15 00	10 00	25 00			
	Campbell county.....	51.00	-----	1,530 00	334 00	1,864 00			
	Charlotte county.....	101.00	-----	1,987 50	1,039 00	3,026 50			
	Prince Edward county.....	8.00	-----	120 00	20 00	140 00			
	Total.....	161.00	-----	3,652 50	1,403 00	5,055 50	17 60	27 12	44 81
Central Telephone Company of Nelson County, Virginia	Nelson county.....	38.83	-----	1,164 90	605 98	1,770 88	6 20	1 67	7 87
Charles City Telephone and Telegraph Company.....	Charles City county.....	48.00	-----	1,440 00	921 00	2,361 00	8 26	12 60	20 86
Chesapeake and Potomac Telephone Company.....	Alexandria, city of.....	-----	-----	-----	14 20	14 20			
	Alexandria county.....	3.34	-----	311 80	1,200 10	1,511 90			
	Fairfax county.....	-----	-----	-----	17 00	17 00			
	Frederick county.....	6.00	-----	600 00	170 00	770 00			
	Total.....	9.34	-----	911 80	1,401 30	2,313 10	8 09	-----	8 09
Chesapeake and Potomac Telephone Company of Virginia, The.....	Accotrack county.....	276.35	-----	11,054 00	16,053 91	27,107 91			
	Albemarle county.....	24.50	-----	980 00	1,395 00	2,375 00			
	Alexandria, city of.....	10.57	-----	1,321 25	14,324 38	15,645 63			
	Alexandria county.....	6.91	-----	276 40	3,988 04	4,264 44			

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Chesapeake and Potomac Telephone Company of Virginia, The. (Continued.)	Greensville, town of Halifax county	1.00	---	\$ 40 00	\$ 55 00	\$ 95 00			
		65 50	---	2,800 00	2,570 50	5,190 50			
		7.50	---	750 00	13,970 74	14,720 74			
		23 70	---	948 00	912 10	1,860 10			
		112.00	22	4,810 00	16,801 97	21,611 97			
		16 00	24	720 00	100 00	820 00			
		4 00	---	910 00	6,819 86	7,729 86			
		6 00	---	200 00	400 30	600 30			
		30 00	---	800 00	739 00	1,539 00			
		1 00	---	40 00	47 00	87 00			
		14 00	---	560 00	306 00	866 00			
		---	---	---	80 00	80 00			
		33	---	33 20	5 23	38 43			
		55 90	---	2,236 00	1,339 00	3,575 00			
		2 00	---	80 00	1,001 29	1,081 29			
		4 00	---	100 00	170 00	270 00			
		31.10	4.60	10,637 50	96,027 51	106,665 01			
		1 00	---	40 00	15 00	55 00			
		10 00	---	400 00	100 00	500 00			
		1 00	---	40 00	100 83	140 83			
		2 00	---	80 00	24 00	104 00			
		1 00	---	40 00	35 00	75 00			
		1 38	---	35 20	69 60	104 70			
		1 00	---	40 00	35 00	75 00			
		66.50	---	2,740 00	3,826 00	6,576 00			
		---	---	---	41 00	41 00			
		2 00	---	80 00	106 00	186 00			
		29 00	---	1,160 00	2,475 00	3,635 00			
		35	---	34 00	57 60	91 60			
		23 50	---	2,937 50	35,816 81	38,754 31			
		80 30	17.60	35,152 50	330,753 07	365,905 57			
		170 60	---	7,184 00	33,461 09	40,645 09			
		71 84	---	2,875 00	6,723 29	9,598 29			
		---	---	---	---	---			
		3 00	---	300 00	3,022 40	3,322 40			
		9 17	---	306 80	1,226 79	1,533 59			
		3.33	---	333 00	2,041 96	2,374 96			
	of Nettoway county	---	---	---	---	---			
	Onancock, town of	---	---	---	---	---			

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Clear Fork Telephone Company, The.....	Bland county.....	11.00	-----	\$ 330 00	\$ 91 00	\$ 421 00			
	Tazewell county.....	26.00	-----	705 00	133 00	838 00			
	Total.....	37.00	-----	1,035 00	224 00	1,259 00	\$ 4 41	-----	\$ 4 41
Clifton Forge Mutual Telephone Company.....	Alleghany county.....	10.00	-----	300 00	193 00	493 00			
	Clifton Forge, city of.....	5.00	-----	500 00	5,214 00	5,714 00			
	Covington, town of.....	3.00	-----	225 00	2,412 50	2,637 50			
	Total.....	18.00	-----	1,025 00	7,819 50	8,844 50	30 96	\$ 145 77	176 72
Climax Telephone Company, The.....	Pittsylvania county.....	34.00	-----	1,020 00	464 00	1,484 00	5 19	4 92	10 11
Copper Creek Telephone Company.....	Scott county.....	47.00	-----	1,245 00	561 00	1,806 00	6 32	3 16	9 48
Courtland and Burdette Telephone Company, Inc.....	Southampton county.....	23.00	-----	750 00	310 00	1,060 00	3 71	2 40	6 11
Courtland - Emporia Telephone Company.....	Southampton county.....	16.00	-----	480 00	172 50	652 50	2 28	2 75	5 03
Courtland and Waverly Telephone Company, The.....	Southampton county.....	13.00	-----	390 00	196 00	586 00	2 06	2 02	4 07
Craig Telephone Company.....	Craig county.....	46.50	-----	772 50	855 00	1,627 50	5 60	11 25	16 94
Craigsville and Bell's Valley Mutual Telephone Co., The.....	Augusta county.....	25.00	-----	750 00	297 00	1,047 00			
	Rockbridge county.....	6.00	-----	90 00	10 00	100 00			
	Total.....	31.00	-----	840 00	307 00	1,147 00	4 01	5 90	9 91
Creeds Telephone Company, Inc., The.....	Princess Anne county....	15.00	-----	450 00	544 00	994 00	3 48	2 86	6 34

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
East Tennessee Telephone Company.....	Bristol, city of.....	15 00	.....	\$ 1,875 00	\$ 2,133 00	\$ 4,007 00			
	Lee county.....	11 00	.....	330 00	233 00	563 00			
	Scott county.....	4 00	.....	120 00	41 00	161 00			
	Washington county.....	6 00	.....	180 00	180 00	360 00			
	Total.....	36 00	.....	2,505 00	2,584 00	5,091 00	\$ 17 82	\$ 96 71	\$ 114 53
Elba Telephone Company.....	Gretna, town of.....	50	.....	15 00	108 00	123 00			
	Pittsylvania county.....	74 00	.....	1,260 00	634 00	1,894 00			
	Total.....	74 50	.....	1,275 00	742 00	2,017 00	7 06	11 30	18 36
Elizabeth City and Norfolk Telegraph Company.....	Norfolk, city of.....	.....	.....	.....	18 00	18 00	06	16 41	15 47
Milton and Shenandoah Mutual Telephone Company.....	Page county.....	2 00	.....	60 00	12 00	72 00			
	Rockingham county.....	14 00	.....	210 00	30 00	240 00			
	Total.....	16 00	.....	270 00	42 00	312 00	1 09	.....	1 09
Falls Church Telephone and Telegraph Company.....	Alexandria county.....	55 00	.....	2,302 00	3,367 00	5,669 00			
	.....	101 25	.....	2,872 50	2,312 00	5,184 50			
	.....	2 50	.....	100 00	377 00	477 00			
	.....	4 75	.....	356 25	1,680 00	2,036 25			
	.....	3 00	.....	130 00	527 00	657 00			
	.....	20 00	.....	600 00	290 00	890 00			
	Vienna, town of.....	3 00	.....	120 00	186 00	306 00			
Farmers Independent Telephone Company, The.....	Total.....	189 50	.....	6,470 75	8,889 00	15,169 75	53 06	193 76	246 82
	Campbell county.....	18 00	.....	270 00	340 00	610 00			
	Charlotte county.....	2 00	30 00	40 00	70 00			
Total.....	Total.....	20 00	200 00	280 00	680 00	2 28	2 28

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Farmers and Merchants Telephone Company.....	Brunswick county.....	22.00	330 00	28 00	358 00	2 71	7 30	10 01
	Mecklenburg county.....	23.00	345 00	73 00	418 00			
	Total.....	45.00	675 00	101 00	776 00			
Farmers Mutual Telephone Company.....	Albemarle county.....	64.00	1,920 00	246 00	2,166 00	7 58		7 58
	Augusta county.....	51.00	765 00	690 00	1,455 00			
	Rockingham county.....	30.00	450 00	356 00	806 00			
	Total.....	81.00	1,215 00	1,046 00	2,261 00	7 91		7 91
Farmers Mutual Telephone Company of Prince William Co., Va.....	Prince William county.....	23.00	690 00	298 00	988 00	3 46	3 72	7 18
Farmers Mutual Telephone System of Shenandoah county.....	Frederick county.....	13.00	520 00	563 00	1,083 00			
	Rockingham county.....	4.00	120 00	42 00	162 00			
	Shenandoah county.....	257.00	5,350 00	1,851 00	7,201 00			
	Warren county.....	15.00	225 00	18 00	243 00			
	Total.....	289.00	6,215 00	2,474 00	8,689 00	30 41		30 41
Farmers Union Telephone Company, The.....	Hanover county.....	9.00	135 00	100 00	235 00			
	King William county.....	11.00	165 00	160 00	325 00			
	Total.....	20.00	300 00	260 00	560 00	1 96	3 76	5 72
Farmville Telephone Company, The.....	Farmville, town of.....	8.00	600 00	2,150 00	2,750 00	9 62	57 29	66 91
Fauquier Mutual Telephone Corporation.....	Fauquier county.....	34.00	510 00	84 00	594 00			
	Remington, town of.....	8.00	240 00	72 00	312 00			
	Total.....	42.00	750 00	156 00	906 00	3 17	3 23	6 40
Floyd - Montgomery Telephone Company.....	Floyd county.....	125.00	1,875 00	1,433 00	3,308 00			
	Montgomery county.....	20.00	600 00	574 00	1,174 00			
	Total.....	145.00	2,475 00	2,007 00	4,482 00	15 68	2 10	17 78
Floyd Telephone Company.....	Floyd county.....	158.00	3,705 00	1,846 00	5,551 00			
	Montgomery county.....	19.00	315 00	212 00	527 00			
	Total.....	177.00	4,020 00	2,058 00	6,078 00	21 27	10 98	32 25

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Fluvanna and James River Valley Telephone Company	Amelia county	4.00	-----	\$ 60 00	\$ 10 00	\$ 70 00			
	Buckingham county	6.00	-----	90 00	30 00	120 00			
	Chesterfield county	19.00	-----	760 00	829 00	1,589 00			
	Cumberland county	59.00	-----	1,770 00	700 00	2,470 00			
	Goochland county	40.00	-----	825 00	240 00	1,065 00			
	Powhatan county	66.00	-----	1,395 00	569 00	1,964 00			
	Total	194.00	-----	4,900 00	2,378 00	7,278 00	\$ 25 47	\$ 33 81	\$ 59 28
Franklin County Telephone Company	Franklin county	92.00	-----	2,730 00	2,010 00	4,740 00			
	Rocky Mount, town of	2.00	-----	80 00	630 00	710 00			
	Total	94.00	-----	2,810 00	2,640 00	5,450 00	19 07	38 29	57 36
Frederick and Clarke Telephone Company			-----					10 12	10 12
Frederick Telephone Company	Frederick county	16.00	-----	640 00	456 00	1,096 00			
	Shenandoah county	3.00	-----	120 00	54 00	174 00			
	Total	19.00	-----	760 00	510 00	1,270 00	4 45	7 35	11 80
Fredericks' Hall Telephone Company	Louisa county	40.00	-----	600 00	20 00	620 00	2 17	2 88	5 05
Fredericksburg and Wilderness Telephone Company, Inc.	Orange county	4.00	-----	120 00	84 00	204 00			
	Spotsylvania county	22.00	-----	660 00	452 00	1,112 00			
	Total	26.00	-----	780 00	536 00	1,316 00	4 61	4 56	9 17
Fruit Grower's Telephone Corporation	Roanoke county	12.00	-----	360 00	265 00	625 00	2 18	4 00	6 18
Galax Mutual Telephone Company, The	Carroll county	27.00	-----	406 00	115 00	520 00	1 82	2 0	3 82

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Gate City Telephone Company, The.....	Gate City, town of.....	2 00	60 00	400 00	480 00			
Reott county.....	Reott county.....	65 00	975 00	375 00	1,350 00			
Washington county.....	Washington county.....	10 00	.....	150 00	5 00	155 00			
Total	Total	77 00	.....	1,185 00	780 00	1,965 00	6 57	12 12	18 99
Giles County Mutual Telephone Company, The.....	Giles county.....	30 00	.....	450 00	335 00	785 00	2 74	1 53	4 27
Goochland Telephone Company.....	Goochland county.....	12 00	.....	180 00	144 00	324 00	1 12	2 02	3 76
Grant Telephone Company, The.....	Grayson county.....	25 00	.....	375 00	180 00	555 00	1 94	.....	1 94
Greene County Mutual Telephone Company, The.....	Albemarle county.....	4 00	.....	60 00	.....	60 00			
.....	Greene county.....	68 50	.....	1,035 00	552 00	2,187 00			
.....	Madison county.....	6 00	.....	90 00	.....	90 00			
.....	Orange county.....	5 00	.....	78 00	.....	78 00			
Total.....	Total.....	83 50	.....	1,860 00	552 00	2,412 00	8 44	9 50	17 94
Grand's Raven Telephone Company.....	Buchanan county.....	94 00	.....	360 00	53 00	413 00			
.....	Tazewell county.....	6 00	.....	90 00	.....	90 00			
Total.....	Total.....	30 00	.....	450 00	53 00	503 00	1 76	55	2 31
Hanover Telephone Company.....	Hanover county.....	40 00	.....	1,200 00	1,356 00	2,556 00	8 95	16 60	25 55
Harrison Telephone Company, The.....	Claremont, town of.....	7 00	.....	210 00	406 00	616 00			
.....	King George county.....	2 00	.....	60 00	17 00	77 00			
.....	Surry county.....	28 50	.....	855 00	291 00	1,146 00			
Total	Total	37 50	.....	1,125 00	714 00	1,839 00	6 44	11 59	18 08
Harrisonburg Mutual Telephone Company.....	Augusta county.....	1 00	.....	30 00	81 00	111 00			
.....	..... of	7 00	.....	210 00	410 00	620 00			
.....	.....	1 00	.....	30 00	87 00	117 00			
.....	.....	1 00	.....	30 00	87 00	117 00			
.....	Harrisonburg, town of.....	9 00	.75	1,500 00	4,950 00	6,450 00			
Total.....	Total.....	19 00	.75	1,800 00	5,815 00	7,415 00	25 96	163 01	178 96
Hartwood and Frederickburg Telephone Company, The.....	Fauquier county.....	2 00	.....	60 00	17 00	77 00			
.....	Stafford county.....	28 50	.....	855 00	301 00	1,156 00			
Total.....	Total.....	30 50	.....	915 00	318 00	1,233 00	4 31	4 38	8 69

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Henrico and Charles City Telephone and Telegraph Company..	Charles city county.....	2 00	.....	\$ 60 00	\$ 87 00	\$ 97 00			
	Henrico county.....	37 00	.....	1,110 00	957 00	2,067 00			
	Total.....	39 00	.....	1,170 00	994 00	2,164 00	\$ 7 57	\$ 17 04	\$ 24 61
Henry County Telephone Company.....	Franklin county.....	3 00	.....	90 00	33 00	123 00			
	Henry county.....	90 00	.....	2,870 00	1,447 00	4,417 00			
	Pittsylvania county.....	3 00	.....	90 00	74 00	164 00			
	Total.....	105 00	.....	3,150 00	1,554 00	4,704 00	16 48	23 70	30 18
Highland Mutual Telephone Company, The	Highland county.....	183 00	.....	2,775 00	630 00	3,405 00	11 92	6 65	18 57
	Dendron, town of .....	.....	.....	.....	360 00	360 00			
	Isle of Wight county.....	73 00	.....	2,145 00	1,321 00	3,466 00			
Home Telephone Company.....	Nansemond county.....	33 50	.....	1,005 00	465 00	1,470 00			
	Norfolk county.....	1 00	.....	30 00	270 00	300 00			
	Smithfield, town of .....	.....	.....	.....	1,250 00	1,250 00			
	Southampton county.....	4 00	.....	60 00	10 00	70 00			
	Surry county.....	26 00	.....	780 00	405 00	1,185 00			
	Surry C. H., town of .....	.....	.....	.....	85 00	85 00			
	Sussex county.....	3 50	.....	70 00	.....	70 00			
	Windsor, town of	1 00	.....	30 00	100 00	130 00			
	Total.....	142 00	.....	4,120 00	4,266 00	8,386 00	29 35	172 66	202 01
Home Telegraph and Telephone Company.....	Boydton, town of	1 00	.....	40 00	117 00	157 00			
	Charlotte county.....	.....	.....	.....	100 00	100 00			
	.....	2 00	.....	80 00	740 00	820 00			
	.....	2 00	.....	80 00	563 00	643 00			
	.....	3 00	.....	120 00	2,380 00	2,510 00			
	Total.....	3 25	.....	120 00	155 00	275 00			

	Mecklenburg county.....	30.50	-----	1,025 00	792 00	1,817 00			
	South Hill, town of.....	-----	-----	-----	4 00	4 00			
	Susex county.....	-----	-----	-----	71 00	71 00			
	Total.....	41.75	-----	1,475 00	5,013 50	6,488 50	22 71	135 20	157 91
Homer and Lebanon Telephone Company.....							1 69	-----	1 69
Homeville Telephone Company, Inc.....		25.00		375 00	109 00	484 00			
Independent Mutual Telephone Company.....		26.00		390 00	140 00	530 00	1 86	5 25	7 11
	Front Royal, town of.....	1.00		30 00	6 00	36 00			
	Warren county.....	7.00		180 00	92 00	272 00			
	Total.....	8.00	-----	210 00	98 00	308 00	1 08	-----	1 08
James River Telephone Company, The.....		29.00		870 00	559 00	1,429 00	5 00	-----	5 00
King and Queen and West Point Telephone Company, Inc.....		47.00		705 00	194 00	899 00			
	King William county.....	2.00	-----	30 00	-----	30 00			
	Total.....	49.00	-----	735 00	194 00	929 00	3 25	6 76	10 01
Laurel Fork Telephone Company..		221.00		3,315 00	4,419 00	7,734 00			
	Floyd county.....	5.00	-----	75 00	60 00	135 00			
	Patrick county.....	25.00	-----	375 00	224 00	599 00			
	Total.....	251.00	-----	3,765 00	4,703 00	8,468 00	29 63	63	30 26
Lebanon Telephone Company, The		7.00		105 00	12 00	117 00	41	95	1 36
Leda Telephone Company.....		53.00		1,590 00	818 00	2,408 00			
	Pittsylvania county.....	5.00	-----	150 00	85 00	235 00			
	Total.....	58.00	-----	1,740 00	903 00	2,643 00	9 25	16 11	25 36
Leesburg Telephone Company.....		.75		22 50	59 00	81 50			
	Leesburg, town of.....	4.00	-----	160 00	977 00	1,137 00			
	Loudoun county.....	118.00	-----	1,950 00	729 00	2,679 00			
	Lovettsville, town of.....	.50	-----	15 00	138 50	153 50			
	Round Hill, town of.....	.25	-----	3 75	10 00	13 75			
	Waterford, town of.....	1.50	-----	60 00	306 00	366 00			
	Total.....	125.00	-----	2,211 25	2,219 50	4,430 75	15 51	64 88	80 39

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Lexington Mutual Telephone Company.....	Buena Vista, city of.....	2.00	-----	\$ 150 00	\$ 946 00	\$1,096 00			
	Lexington, town of.....	2.00	-----	150 00	3,170 00	3,320 00			
	Rockbridge county.....	12.00	-----	180 00	360 00	540 00			
	Total.....	16.00	-----	480 00	4,476 00	4,956 00	\$ 17 34	\$ 114 12	\$ 131 46
Liberty Corner Mutual Telephone Company.....	Warren county.....	11.00	-----	330 00	66 00	396 00	1 38	-----	1 38
Liberty Hall and Damascus Telephone Company, The.....	Washington county.....	7.50	-----	225 00	65 00	290 00	1 02	60	1 82
Little River Mutual Telephone Corporation.....	Floyd county.....	14.00	-----	210 00	105 00	315 00			
	Montgomery county.....	36.00	-----	540 00	515 00	1,055 00			
	Pulaski county.....	5.00	-----	75 00	50 00	125 00			
	Total.....	55.00	-----	825 00	670 00	1,495 00	5 23	1 00	6 23
Lois Mutual Telephone Company, The.....	Fauquier county.....	15.00	-----	225 00	290 00	515 00	1 80	-----	1 80
Lorton Telephone Company, Inc..	Fairfax county.....	54.00	-----	1,620 00	2,041 00	3,661 00			
	Prince William county.....	1.50	-----	45 00	85 00	130 00			
	Total.....	55.50	-----	1,665 00	2,126 00	3,791 00	13 27	21 69	34 96
Loves Mill Telephone Company, Inc.....	Smyth county.....	2.50	-----	75 00	30 00	105 00			
	Washington county.....	5.50	-----	165 00	36 00	201 00			
	Total.....	8.00	-----	240 00	66 00	306 00	1 07	20	1 27
Lunenburg Telephone Company, Inc.....	Charlotte county.....	1.75	-----	26 25	-----	26 25			
	Lunenburg county.....	97.00	-----	1,455 00	823 00	2,278 00			

	Nottoway county.....	8.00	-----	120 00	35 00	155 00	8 61	10 56	28 17
	Total.....	106.75	-----	1,601 25	858 00	2,459 25			
Madison Telephone Company.....	Madison county.....	37.00	-----	555 00	254 00	809 00			
	Orange, town of.....	4.00	-----	60 00	30 00	90 00			
	Total.....	41.00	-----	615 00	284 00	899 00	3 15	-----	3 15
Manassas and Dumfries Telephone Company, The.....	Prince William county....	50.00	-----	750 00	117 00	867 00	3 03	40	3 43
Maurertown Mutual Telephone Co.	Shenandoah county.....	27.00	-----	405 00	98 00	503 00	1 76	1 50	3 26
Maryland Switchboard Company, Inc., The.....	Rockingham county.....	35.50	-----	1,065 00	389 00	1,454 00	5 09	3 50	8 59
McFadden Telephone Company, Inc., The.....	Russell county.....	59.00	-----	885 00	294 00	1,179 00			
	Washington county.....	22.00	-----	330 00	70 00	400 00			
	Total.....	81.00	-----	1,215 00	364 00	1,579 00	5 53	8 00	13 53
Meherrin Valley Telephone Company, The.....	Greensville county.....	13.00	-----	390 00	163 00	553 00	1 93	1 34	3 27
Mendota-Benhams Independent Telephone Company.....	Washington county.....	18.00	-----	540 00	267 00	807 00	2 82	85	3 67
Merchants and Farmers Telephone Company.....	Hanover county.....	100.00	-----	3,000 00	935 00	3,935 00	13 77	12 55	26 32
Morven Telephone Company, The..	Fauquier county.....	33.00	-----	495 00	484 00	979 00	3 43	4 30	7 73
Mt. Olive and St. Luke Telephone Company.....	Shenandoah county.....	4.00	-----	120 00	284 00	404 00	1 41	15	1 56
Mutual Telephone Company of Franklin and Roanoke Counties, The.....	Franklin county.....	107.00	-----	2,670 00	774 00	3,444 00			
	Roanoke county.....	10.00	-----	300 00	96 00	396 00			
	Total.....	117.00	-----	2,970 00	870 00	3,840 00	13 44	9 44	22 88
Mutual Telephone Company of Henry, Franklin and Pittsylvania Counties, The.....	Bedford county.....	4.00	-----	60 00	-----	60 00			
	Franklin county.....	62.00	-----	1,575 00	408 00	1,983 00			
	Henry county.....	20.00	-----	495 00	78 00	573 00			
	Pittsylvania county.....	3.50	-----	52 50	-----	52 50			
	Total.....	89.50	-----	2,182 50	486 00	2,668 50	9 34	-----	9 34

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
New Baltimore Telephone Company, The.....	Fauquier county.....	8.00	-----	\$ 120 00	\$ 100 00	\$ 220 00	\$ 77	-----	\$ 77
New Kent Telephone and Telegraph Company.....	Hanover county.....	15.00	-----	450 00	156 00	606 00			
	New Kent county.....	63.00	-----	1,890 00	678 00	2,568 00			
	Total.....	78.00	-----	2,340 00	834 00	3,174 00	11 11	\$ 10 07	21 18
Nickolsville and Russell Telephone Company.....	Russell county.....	8.00	-----	120 00	128 00	248 00			
	Scott county.....	12.00	-----	180 00	130 00	310 00			
	Total.....	20.00	-----	300 00	258 00	558 00	1 95	-----	1 95
Nokesville, Greenwich and Buckland Telephone Co., The.....	Fauquier county.....	2.00	-----	30 00	-----	30 00			
	Prince William county.....	18.00	-----	270 00	95 00	365 00			
	Total.....	20.00	-----	300 00	95 00	395 00	1 38	1 30	2 68
North Fork and Bradshaw Telephone Corporation.....	Montgomery county.....	22.00	-----	330 00	68 00	398 00			
	Roanoke county.....	2.25	-----	33 75	-----	33 75			
	Total.....	24.25	-----	363 75	68 00	431 75	1 51	1 26	2 77
North Fork Telephone Company, The.....	Montgomery county.....	18.00	-----	270 00	318 00	588 00			
	Roanoke county.....	22.00	-----	330 00	80 00	410 00			
	Total.....	40.00	-----	600 00	398 00	998 00	3 49	8 96	12 45
North Frederick Telephone Company, The.....	Frederick county.....	20.00	-----	600 00	244 00	844 00	2 95	2 64	5 59
	Southampton county.....	17.20	-----	516 00	119 20	635 20	2 22	1 12	3 34

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Company	Assets	Liabilities	Capital	Surplus	Total	Assets	Liabilities	Capital	Surplus	Total	Assets	Liabilities	Capital	Surplus	Total	Assets	Liabilities	Capital	Surplus	Total
Northern Neck Telephone Company	25.00	75.00	100.00	0.00	25.00	25.00	75.00	100.00	0.00	25.00	25.00	75.00	100.00	0.00	25.00	25.00	75.00	100.00	0.00	25.00
Ontario Telephone Company, The	5.50	15.50	21.00	0.00	5.50	5.50	15.50	21.00	0.00	5.50	5.50	15.50	21.00	0.00	5.50	5.50	15.50	21.00	0.00	5.50
Opequon Telephone Company	14.00	44.00	58.00	0.00	14.00	14.00	44.00	58.00	0.00	14.00	14.00	44.00	58.00	0.00	14.00	14.00	44.00	58.00	0.00	14.00
Orange Telephone Company	20.00	60.00	80.00	0.00	20.00	20.00	60.00	80.00	0.00	20.00	20.00	60.00	80.00	0.00	20.00	20.00	60.00	80.00	0.00	20.00
Page County Farmers Mutual Telephone Company	2.00	18.00	20.00	0.00	2.00	2.00	18.00	20.00	0.00	2.00	2.00	18.00	20.00	0.00	2.00	2.00	18.00	20.00	0.00	2.00
Palmyra Telephone Company, The	51.00	151.00	202.00	0.00	51.00	51.00	151.00	202.00	0.00	51.00	51.00	151.00	202.00	0.00	51.00	51.00	151.00	202.00	0.00	51.00
Pamunkey Mutual Telephone Company, Inc., The	23.00	77.00	100.00	0.00	23.00	23.00	77.00	100.00	0.00	23.00	23.00	77.00	100.00	0.00	23.00	23.00	77.00	100.00	0.00	23.00
Patrick County Telephone Company, Inc., The	1.50	14.50	16.00	0.00	1.50	1.50	14.50	16.00	0.00	1.50	1.50	14.50	16.00	0.00	1.50	1.50	14.50	16.00	0.00	1.50
Pennington Gap Telephone Company	17.00	53.00	70.00	0.00	17.00	17.00	53.00	70.00	0.00	17.00	17.00	53.00	70.00	0.00	17.00	17.00	53.00	70.00	0.00	17.00
Peoples Telephone Company, Inc.	35.50	104.50	140.00	0.00	35.50	35.50	104.50	140.00	0.00	35.50	35.50	104.50	140.00	0.00	35.50	35.50	104.50	140.00	0.00	35.50

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Petersburg Telephone Company.....	Chesterfield county.....	37 75	.....	\$ 1,470 00	\$ 1,812 50	\$ 3,282 50			
		46 45	.....	1,393 50	730 30	2,123 80			
		25 35	1.41	4,930 50	77,740 22	82,670 72			
		29 80	.....	1,137 00	768 88	1,905 88			
		6 80	.....	204 00	40 80	244 80			
	Total	146 15	1.41	9,135 00	81,092 70	90,227 70	\$ 315 79	\$1,135 00	\$ 1,450 79
Piedmont Telephone Company.....	Fauquier county.....	20 00	.....	300 00	305 00	605 00			
	Loudoun county.....	10 00	.....	150 00	234 00	384 00			
	Total	30 00	.....	450 00	539 00	989 00	3 46	11 03	14 49
Pittsylvania - Caswell Telephone Company, Inc., The	Pittsylvania county.....	2 00	.....	60 00	64 00	124 00	43	75	1 18
Plains District Mutual Telephone Company, Inc.....	Broadway, town of.....	3 00	.....	90 00	310 00	400 00			
	Rockingham county.....	20 00	.....	600 00	342 00	942 00			
	Total.....	23 00	.....	690 00	652 00	1,342 00	4 60	51	5 20
Planter's Telephone Company, The	Norfolk county.....	13 00	.....	390 00	258 00	648 00	2 27	3 60	5 87
Portsmouth and Cornland Telephone Company	Norfolk county..	20 ■	.....	600 00	790 ■	1,390 00	4 86	21 33	■ 19
Postal Telegraph-Cable Company.	Albemarle county.....	31 50	.....	1,575 00	3,150 00	4,725 00			
		1 50	.....	240 00	786 00	1,026 00			
		9 55	.....	493 50	2,605 50	3,099 00			
		20 20	.....	1,010 00	2,020 00	3,030 00			
		33 09	.....	1,654 50	330 00	1,985 40			
		20 00	.....	1,450 00	3,190 00	4,640 00			
		17 15	.....	857 50	3,258 50	4,116 00			
	/ of.....	1 50	.....	160 00	160 00	320 00			
		19 75	.....	937 50	2,370 00	3,307 50			
		21 76	1,068 00	2,176 00	3,244 00			
		1 00	75 00	120 00	195 00			

STATE CORPORATION COMMISSION.

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STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of All Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Prince William and Loudoun Telegraph and Telephone Company--	Fauquier county.....	5.00	-----	\$ 75 00	-----	\$ 75 00			
	Leesburg, town of.....	1.00	-----	15 00	-----	15 00			
	Loudoun county.....	63.00	-----	1,125 00	\$ 221 00	1,346 00			
	Prince William county....	18.00	-----	502 50	120 00	622 50			
	Total.....	87.00	-----	1,717 50	341 00	2,058 50	\$ 7 21	\$ 11 16	\$ 18 37
Reed Island Mutual Telephone Company.....	Carroll county.....	72.00	-----	2,160 00	1,732 00	3,892 00			
	Pulaski county.....	23.00	-----	585 00	344 00	929 00			
	Wythe county.....	10.00	-----	300 00	358 00	658 00			
	Total.....	105.00	-----	3,045 00	2,434 00	5,479 00	19 18	3 50	22 68
	Warren county.....	4.00	-----	60 00	50 00	110 00	38	41	79
Reliance Telephone Association....	Gretna, town of.....	.25	-----	7 50	16 00	23 50			
	Halifax county.....	3.75	-----	56 25	78 00	134 25			
	Pittsylvania county.....	36.50	-----	547 50	555 50	1,103 00			
	Total.....	40.50	-----	611 25	649 50	1,260 75	4 41	7 07	11 48
	Hanover county.....	12.00	-----	360 00	72 00	432 00			
Richmond and Aylett Telephone Company.....	King William county.....	30.00	-----	900 00	180 00	1,080 00			
	Total.....	42.00	-----	1,260 00	252 00	1,512 00	5 29	1 00	6 29
	Bedford county.....	41.00	-----	1,230 00	606 00	1,926 00	6 74	15 56	22 30
Roanoke and Bedford County Telephone and Telegraph Corporation	Botetourt county.....	116.50	-----	4,540 00	1,799 00	6,339 00			
	Fincastle, town of.....	1.00	-----	40 00	131 00	171 00			
	Roanoke county.....	10.00	-----	400 00	267 00	667 00			
	Total.....	127.50	-----	4,980 00	2,197 00	7,177 00	25 12	31 94	57 06

Roanoke County Telephone Company, The.....	4.00	-----	120 00	-----	-----	42	-----	42
Rockbridge Telephone Company.....	15.00	-----	225 00	-----	-----	79	-----	79
Rockfish Telephone Company.....	35.00	-----	1,050 00	-----	546 00	5 58	3 50	9 08
Rockingham Mutual Telephone and Telegraph Company.....	15.00 363.00 16.00	----- ----- -----	225 00 10,200 00 240 00	----- ----- -----	90 00 3,378 00 -----	----- ----- -----	----- ----- -----	----- ----- -----
Total.....	394.00	-----	10,665 00	-----	3,468 00	49 46	50	49 96
Romney Consolidated Telephone Company, Inc.....	25.00	-----	750 00	-----	486 00	4 33	3 72	8 05
Roncoverte and Elkins Telephone Company.....	24.00 50.00	----- -----	720 00 1,500 00	----- -----	234 00 250 00	----- -----	----- -----	----- -----
Total.....	74.00	-----	2,220 00	-----	484 00	9 46	9 47	18 93
Royal Telephone Company.....	3.00 1.00 33.00 46.00 .50	----- ----- ----- ----- -----	45 00 75 00 495 00 690 00 15 00	----- ----- ----- ----- -----	----- 787 00 190 00 501 00 203 00	45 00 862 00 685 00 1,191 00 218 00	----- ----- ----- ----- -----	----- ----- ----- ----- -----
Total.....	83.50	-----	1,320 00	-----	1,681 00	10 50	38 59	49 09
Rural Retreat Mutual Telephone Company.....	25.00 120.00	----- -----	375 00 3,600 00	----- -----	36 00 2,285 00	411 00 5,885 00	----- -----	----- -----
Total.....	145.00	-----	3,975 00	-----	2,321 00	22 03	23 00	45 03
Russell-Mendota Telephone Company, The.....	46.00 3.00 .25	----- ----- -----	990 00 45 00 3 75	----- ----- -----	434 00 5 00 10 00	1,424 00 50 00 13 75	----- ----- -----	----- ----- -----
Total.....	49.25	-----	1,038 75	-----	449 00	5 20	6 02	11 22
Sandy Valley Telephone Company.....	13.00	-----	390 00	-----	158 00	548 00	53	2 45
Scottsville Telephone Company.....	32.00 12.00	----- -----	960 00 180 00	----- -----	914 00 50 00	1,874 00 230 00	----- -----	----- -----
Total.....	44.00	-----	1,140 00	-----	964 00	7 36	17 81	25 17
Shawnee Telephone Company.....	3.00	-----	110 00	-----	104 00	214 00	1 35	2 10

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property		License Tax	Total Tax
		Poles	Conduits	Value			\$	\$		
State Phone Company.....	Buchanan county.....	15 00	.....	\$ 225 00	\$ 30 00	\$ 255 00	\$ 89	\$ 35	\$ 1 24	
Smyth County Telephone Exchange, The.....	Marion, town of.....	6 00	.417	240 00	4,033 52	4,273 52				
	Saltville, town of.....	.....	.....	.....	26 00	26 00				
	Smyth county.....	38 00	.....	1,220 00	2,084 00	3,304 00				
	Total.....	44 00	.417	1,460 00	6,143 52	7,603 52	26 61	48 56	75 17	
Snickersville Telephone Company.	Clarke county.....	12 00	.....	360 00	180 00	540 00				
	Loudoun county.....	139 00	.....	2,670 00	2,142 00	4,812 00				
	Total.....	151 00	.....	3,030 00	2,322 00	5,352 00	18 73	41 68	60 41	
South Hill Telephone Company....	Mecklenburg county.....	7 00	.....	210 00	90 00	300 00				
	South Hill, town of.....	3 00	.....	120 00	1,378 00	1,498 00				
	Total.....	10 00	.....	330 00	1,468 00	1,798 00	6 29	21 49	27 78	
Southampton Telephone Company.	Southampton county.....	30 00	.....	450 00	179 00	629 00				
	Sussex county.....	4 00	.....	60 00	10 00	70 00				
	Total.....	34 00	.....	510 00	189 00	699 00	2 45	5 01	7 46	
Southeastern Telephone Company.	Henry county.....	23 00	.....	345 00	10 00	355 00	1 24	99	2 23	
Southside Telephone Company....	Amelia county.....	7 00	.....	105 00	.....	105 00				
	.....	23 00	.....	345 00	.....	345 00				
	.....	2 00	.....	39 00	.....	39 00				
	.....	12 00	.....	180 00	.....	180 00				
	.....	3 00	.....	45 00	.....	45 00				
	Prince Edward county.....	44 10	.....	841 50	84 00	925 50				
	Total.....	91 70	.....	1,535 50	84 00	1,619 50	6 74	20 00	26 74	
Spotsylvania Telephone Company.	Caroline county.....	9 00	.....	135 00	42 00	177 00				
The.....	Orange county.....	2 00	.....	30 00	12 00	42 00				

	Spotsylvania county.....	104.00	-----	1,560 00	417 00	1,977 00	7 68	11 30	18 98
	Total.....	115.00	-----	1,725 00	471 00	2,196 00			
Spottswood Telephone Company...	Augusta county.....	28.00	-----	840 00	449 00	1,289 00			
	Nelson county.....	4.00	-----	60 00	30 00	90 00			
	Rockbridge county.....	53.00	-----	1,590 00	839 00	2,429 00			
	Total.....	85.00	-----	2,490 00	1,318 00	3,808 00	13 33	26 80	40 13
Spruce Run Mutual Telephone Company.....	Giles county.....	8.00	-----	240 00	168 00	408 00	1 43	14	1 57

Staunton Mutual Telephone Company.....	Augusta county.....	10.00	-----	360 00	571 00	931 00			
	Staunton, city of.....	14.00	-----	1,400 00	14,997 50	16,397 50			
	Total.....	24.00	-----	1,760 00	15,568 50	17,328 50	60 65	262 24	322 89
Staunton River Telephone Company.....	Halifax county.....	55.00	-----	1,650 00	872 00	2,522 00	8 82	7 90	16 72
Stonewall Telephone Company, Inc.....	Rockingham county.....	29.00	-----	705 00	108 00	813 00	2 84	10	2 94
Start and Laurel Fork Telephone Company, Inc.....	Patrick county.....	33.00	-----	495 00	804 00	1,299 00	4 55	36	4 91
Surry and Sussex Telephone Company.....	Surry county.....	28.00	-----	840 00	374 00	1,214 00			
	Sussex county.....	8.00	-----	240 00	144 00	384 00			
	Total.....	36.00	-----	1,080 00	518 00	1,598 00	5 59	9 32	14 91
Sussex and Southside Telephone and Telegraph Company.....	Dinwiddie county.....	3.00	-----	90 00	33 00	123 00			
	Sussex county.....	44.50	-----	1,335 00	1,082 00	2,417 00			
	Total.....	47.50	-----	1,425 00	1,115 00	2,540 00	8 89	14 16	23 05
Tappahannock and Indian Neck Telephone Company.....	Essex county.....	12.00	-----	180 00	68 00	248 00			
	King and Queen county.....	12.00	-----	180 00	66 00	246 00			
	King William county.....	11.00	-----	165 00	54 00	219 00			
	Total.....	35.00	-----	525 00	188 00	713 00	2 49	4 08	6 57
Three Fork Telephone Company.....	Carroll county.....	12.00	-----	180 00	157 00	337 00			
	Patrick county.....	86.00	-----	1,440 00	720 00	2,160 00			
	Total.....	98.00	-----	1,620 00	877 00	2,497 00	8 74	27	9 01

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of All Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Three Spring Telephone Company	Washington county	17 00	.....	\$ 255 00	\$ 38 50	\$ 293 50	\$ 1 02	.....	\$ 1 02
Tidewater Telephone Company, The	Caroline county	22 00 58 00 109 50 22 00 55 00 57 00 12 50 2 00	..... ..... ..... ..... ..... ..... ..... .....	660 00 1 740 00 3 570 00 660 00 1 650 00 1 710 00 375 00 150 00	576 00 1 333 00 3 825 00 464 00 1 339 00 1 700 00 95 00 36 00	1 236 00 3 073 00 7 395 00 1 124 00 2 989 00 3 410 00 470 00 186 00			
	West Point, town of								
	Total	338 00	.....	10 515 00	9 368 00	19 883 00	69 50	\$ 145 16	214 75
Toluca and Frederickburg Telephone Company	Stafford county	32 00	.....	980 00	628 00	1 588 00	5 56	8 28	13 83
Tri-County Telephone Company	Dinwiddie county	8 00	.....	240 00	166 00	406 00			
	Prince George county	20 00	.....	600 00	498 00	1 098 00			
	Sussex county	5 00	.....	150 00	114 00	264 00			
	Total	33 00	.....	990 00	778 00	1 768 00	6 19	9 90	16 18
Union Telephone Company, The	Branchville, town of	2 00	.....	30 00	.....	30 00			
	Southampton county	8 50	.....	127 50	75 00	202 50			
	Total	10 50	.....	157 50	75 00	232 50	81	1 37	2 18
United Frederick and Clarke Telephone Company	Clarke county	10 00	.....	300 00	204 00	504 00			
	Frederick county	8 00	.....	180 00	133 00	313 00			
	Total	18 00	.....	480 00	337 00	817 00	2 86	36	3 24
Vernon Telephone Company	Carroll county	37 00	.....	555 00	260 00	815 00	2 85	.....	2 85
Virginia Carolina Mutual Telephone Company	Patrick county	37 00	.....	555 00	512 00	1 067 00	3 73	.....	3 73

Virginia Central Telephone Company.....	4 00	60 00	10 00	70 00			
Buckingham county.....	110 00	1,650 00	549 00	2,199 00			
Cumberland county.....	7 00	106 00	45 00	150 00			
Dillwyn, town of.....	1 00	40 00	102 00	142 00			
Nelson county.....	7 00	106 00	35 00	140 00			
Total.....	129 00	1,960 00	741 00	2,701 00	9 45	16 14	25 59
Virginia-North Carolina Telephone Company.....							
Campbell county.....	46 00	690 00	601 00	1,291 00			
Habifax county.....	30 00	450 00	45 00	495 00			
Total.....	76 00	1,140 00	646 00	1,786 00	6 25	27 46	33 71
Amelia county.....	37 00	555 00	390 00	945 00	3 30	6 51	9 81
Virginia Telephone Company, Inc.							
Virginia and Tennessee Telephone Company.....							
Abingdon, town of.....	6 00	450 00	4,459 00	4,909 00			
of.....	3 00	300 00	895 50	1,195 50			
.....	6 00	720 00	3,880 80	4,100 80			
.....	3 00	225 00	2,082 50	2,307 50			
.....	1 00	75 00	69 00	144 00			
.....	3 00	225 00	1,088 00	1,311 00			
of.....	6 00	450 00	3,828 50	4,278 50			
.....	4 00	400 00	821 60	1,221 60			
.....	10 00	300 00	60 00	360 00			
Dublin, town of.....	4 00	300 00	620 00	920 00			
Jonesville, town of.....	3 00	225 00	517 00	742 00			
.....	62 00	2,480 00	1,839 00	4,319 00			
.....	2 00	150 00	260 00	410 00			
.....	27 00	1,080 00	1,673 00	2,753 00			
.....	6 00	600 00	2,931 00	3,531 00			
.....	2 00	150 00	448 40	598 40			
.....	23 00	920 00	1,408 00	2,328 00			
.....	13 00	975 00	5,156 20	6,131 20			
.....	15 00	1,500 00	2,750 00	4,250 00			
.....	35 00	13,230 00	123,056 30	136,286 30			
.....	36 00	1,440 00	7,364 50	8,804 50			
Roanoke county.....	1 00	75 00	45 00	120 00			
Rural Retreat, town of.....	14 00	420 00	140 00	560 00			
Russell county.....	10 00	750 00	6,075 80	6,825 80			
.....	17 00	680 00	981 00	1,661 00			
of.....	2 00	150 00	268 00	418 00			
.....	3 00	225 00	1,000 00	1,225 00			
.....	48 00	1,920 00	2,128 00	4,048 00			
.....	55 00	2,200 00	1,866 00	4,066 00			
.....	4 00	400 00	920 50	1,320 50			
.....	31 00	1,240 00	1,000 00	2,240 00			
Wytheville, town of.....	5 00	375 00	2,939 00	3,314 00			
Total.....	460 00	34,630 00	182,009 50	216,699 00	758 45	3,748 29	4,506 74

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Warren County Farmers Mutual Telephone Company, The	Warren county	25.00	.....	\$ 375 ■	\$ 42 00	\$ 417 00	\$ 1 46	.....	\$ 1 46
Washington Telephone Company, The	Washington county	50.00	.....	1,500 00	388 00	1,888 00	6 60	\$ 12 94	19 54
Watanga and Green Springs Telephone Company, Inc.	Washington county	17.00	.....	510 ■	667 00	1,177 00	4 12	.....	4 12
Waynesboro Mutual Telephone Company	Augusta county	.....	.....	.....	290 00	290 00	.....	.....	.....
	Basle City, town of	3.00	.....	225 00	538 00	763 00	.....	.....	.....
	Waynesboro, town of	4.00	.....	200 00	1,862 00	2,162 00	.....	.....	.....
	Total	7.00	.....	525 00	2,680 00	3,215 00	11 25	57 96	69 21
West Fork Telephone Company	Floyd county	234 25	.....	3,513 75	2,641 00	6,154 75	21 54	.....	21 54
West Green Springs Telephone Company	Louisa county	10 00	.....	300 00	120 00	420 00	1 47	1 60	3 07
West Halifax Telephone Company	Halifax county	56 00	.....	640 00	110 00	750 00	.....	.....	.....
	Houston, town of	2 00	.....	80 00	235 00	315 00	.....	.....	.....
	Pittsylvania county	22 00	.....	330 00	30 00	360 00	.....	.....	.....
	Total	80.00	.....	1,250 00	375 00	1,625 00	5 66	23 64	29 30
Western Union Telegraph Company	Abingdon, town of	1 35	.....	101 25	160 95	262 20	.....	.....	.....
	.....	40 00	.....	2,000 00	1,196 80	3,196 80	.....	.....	.....
	.....	81.49	.....	4,074 50	11,068 03	15,142 53	.....	.....	.....
	.....	3.45	.....	517 50	1,903 00	2,421 10	.....	.....	.....
	.....	15.50	.....	775 00	3,679 30	4,454 30	.....	.....	.....
	.....	40.53	.....	2,026 50	2,702 18	4,728 68	.....	.....	.....
	.....	1 67	.....	83 50	167 00	250 50	.....	.....	.....
	.....	19 10	.....	955 00	2,915 00	3,870 00	.....	.....	.....
	.....	46.54	.....	2,827 00	7,702 41	10,529 41	.....	.....	.....
	.....	1 59	.....	119 25	82 60	201 85	.....	.....	.....
	.....	19 79	.....	988 50	1,234 61	2,223 11	.....	.....	.....

Ashland, town of.....	2 00	150 00	691 20	941 30
Augusta county.....	108 34	4,167 00	8,079 39	9,146 39
Basic City, town of.....	3 00	225 00	106 95	301 95
Bath county.....	19 53	979 00	1,474 26	2,453 26
Bedford City, town of...	1 71	128 25	278 10	406 35
.....	23 54	1,077 00	5,759 80	7,416 30
.....	49	36 75	40 30	77 05
.....	7 54	573 00	135 80	708 80
.....	1 00	76 00	48 25	124 25
.....	26	19 50	11 70	31 20
.....	34 31	1,740 50	1,999 84	3,740 34
.....	1 01	76 75	25 20	110 95
.....	17	12 75	64 20	96 95
.....	92	60 00	7 50	76 50
.....	1 13	113 00	563 60	776 60
.....	90	67 50	25 60	93 10
.....	45 35	2,257 50	3,432 25	5,699 75
.....	1 18	87 00	48 60	135 60
.....	4 74	474 00	80 80	554 80
.....	2 03	153 25	208 40	420 65
.....	111 96	5,398 00	6,821 96	12,419 96
.....	52 00	2,600 00	10,348 29	12,848 29
.....	4 28	214 00	5 00	219 00
.....	17 51	875 50	83 25	83 25
.....	6 27	627 00	2,363 96	3,269 46
.....	1 00	78 00	1,166 35	1,793 35
.....	57	43 75	28 20	108 20
.....	39 93	4,496 50	181 70	224 45
.....	47	35 25	13,000 00	17,557 10
.....	1 88	141 00	80 40	116 65
.....	30 11	1,605 50	15 00	156 60
.....	2 07	153 25	539 05	2,045 13
.....	1 88	189 00	57 80	312 85
.....	37	27 75	522 80	711 80
.....	87	65 25	21 90	49 65
.....	1 19	68 25	112 25	177 50
.....	60	51 75	68 45	157 70
.....	2 07	155 25	58 00	58 00
.....	44 46	2,223 00	40 20	91 95
.....	98	73 50	191 80	347 05
.....	4 40	230 00	7,406 22	9,689 22
.....	1 72	256 00	367 00	440 30
.....	64 84	3,242 00	294 00	514 00
.....	1 00	75 00	1,098 96	1,367 96
.....	4 80	300 00	6,402 43	9,644 43
.....	2 00	60 00	137 65	202 65
.....	84	150 00	967 65	1,237 65
.....	24	63 00	116 40	176 40
.....	84	63 00	20 00	170 00
.....	84	63 00	25 90	88 90

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of all Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Western Union Telegraph Co.: pany (Continued.)	Elizabeth City county.	3 05	---	\$ 228 75	\$ 465 90	\$ 465 90	---	---	---
	Emporia, town of.	63 93	---	3,196 50	303 00	18,376 07	---	---	---
	Fairfax county.	2 21	---	165 75	37 10	202 85	---	---	---
	Falla Church, town of.	77	---	57 75	32 85	90 60	---	---	---
	Farmville, town of.	72 32	---	3,816 00	4,776 06	8,392 06	---	---	---
	Fauquier county.	---	---	---	718 30	718 30	---	---	---
	Fluvanna county.	29 52	---	1,476 00	641 30	2,117 30	---	---	---
	Franklin county.	1 13	---	84 75	305 10	389 85	---	---	---
	Franklin, town of.	11 00	---	550 00	654 30	1,204 30	---	---	---
	Frederick county.	72 73	---	72 00	185 30	257 30	---	---	---
	Fredericksburg, city of.	81	---	60 75	15 60	76 35	---	---	---
	Fries, town of.	44	---	33 00	33 95	66 95	---	---	---
	Front Royal, town of.	50	---	37 50	56 30	93 80	---	---	---
	Galax, town of.	66	---	48 75	28 00	76 75	---	---	---
	Gate City, town of.	27 64	---	1,352 00	2,470 88	3,852 88	---	---	---
	Giles county.	75	---	56 25	97 10	153 35	---	---	---
	town of.	3 88	---	291 00	97 30	388 30	---	---	---
	county.	---	---	---	1,401 85	1,401 85	---	---	---
	town of.	91	---	68 25	85 80	154 05	---	---	---
	town of.	3 96	---	297 00	153 60	450 60	---	---	---
	Graham, town of.	1 22	---	61 00	48 00	109 00	---	---	---
	Grayson county.	24 95	---	1,247 50	2,441 91	3,689 41	---	---	---
	---	100 14	---	5,007 00	5,363 75	10,370 75	---	---	---
	---	40	---	40 00	93 10	133 10	---	---	---
	---	63 88	---	3,194 00	7,006 10	10,200 10	---	---	---
	1 of.	2 67	---	200 25	239 30	439 55	---	---	---
	---	33 62	---	1,681 00	5,446 50	7,127 50	---	---	---
	---	30 19	---	1,508 50	5,072 86	7,482 45	---	---	---
	---	2 47	---	185 25	39 70	224 95	---	---	---
	---	40	---	30 00	23 00	53 00	---	---	---
	---	47	---	35 25	33 50	68 75	---	---	---
	---	1 17	---	87 75	30 40	127 15	---	---	---
	---	27 12	---	1,356 00	2,003 62	3,359 62	---	---	---
	James City county.	---	---	---	328 55	328 55	---	---	---
	Keyville, town of.	1 90	---	149 25	262 80	412 05	---	---	---
	King William county.	---	---	---	118 45	118 45	---	---	---
	Lawrenceville, town of.	85	---	64 50	32 20	96 70	---	---	---

Lee county.....	72.27	.....	3,619.50	822.04	4,235.54
Leesburg, town of.....	.57	.....	42.75	22.30	65.05
Lexington, town of.....	1.00	.....	75.00	30.50	105.50
Loudoun county.....		.....		360.00	360.00
Louisiana county.....	31.67	.....	1,553.50	953.25	2,506.75
	.63	.....	47.25	64.30	111.55
	6.50	.....	325.00	677.51	1,002.51
	.77	.....	57.75	46.90	103.65
	3.18	.....	887.00	3,560.48	4,447.48
	.49	.....	36.75	250.30	286.95
	1.83	.....	137.25	219.55	356.80
Martinsville, town of.....	1.18	.....	88.50	66.35	154.85
Mecklenburg county.....	64.29	.....	3,214.50	3,263.25	6,477.75
Mineral, town of.....	.50	.....	90.00	70.75	160.75
Montgomery county.....	31.58	.....	1,579.00	5,079.70	6,658.70
Mt. Jackson, town of.....	.78	.....	58.50	18.80	77.30
Nausmond county.....	104.41	.....	5,220.50	5,747.83	10,968.33
Narrows, town of.....	.86	.....	64.50	74.70	139.20
Nelson county.....	40.16	.....	2,008.00	7,018.97	9,026.97
New Kent county.....	.13	.....	9.75	291.00	291.00
New Market, town of.....		.....		9.60	19.35
Newport News, city of.....	5.90	.....	1,180.00	238.00	238.00
Norfolk county.....	80.49	.....	4,024.50	1,471.35	2,651.35
North Taswell, town of.....	1.11	.....	93.25	6,024.03	10,048.53
Northampton county.....	23.00	.....	1,150.00	57.10	140.35
Norton, town of.....	1.59	.....	119.25	289.00	1,439.00
Nottoway county.....	30.97	.....	1,548.50	53.80	173.05
	35.92	.....	1,798.00	1,812.00	3,161.19
	.72	.....	54.00	5,960.80	7,756.80
	29.66	.....	1,483.00	322.40	375.40
		.....		731.55	2,214.55
		.....		159.90	159.90
		.....		41.20	96.70
		.....		590.05	963.05
		.....		80.90	80.90
		.....		18,397.28	21,181.76
		.....		129.40	233.15
		.....		399.28	691.78
		.....		663.21	1,235.21
		.....		2,976.99	4,683.99
		.....		2,038.25	3,829.25
		.....		10,030.85	12,475.36
		.....		3,312.35	5,574.25
		.....		417.10	750.85
		.....		21.30	21.30
		.....		167.05	217.05
		.....		495.40	587.85
		.....		56.15	181.40
		.....		5,514.92	7,779.92
		.....		18.30	43.05
		.....		763.28	836.28
Roanoke county.....	29.03	.....	1,951.50	4,030.92	6,572.42

STATEMENT OF TAXABLE VALUES OF TELEGRAPH AND TELEPHONE PROPERTIES IN THE STATE—CONTINUED.

NAME OF COMPANY	LOCATION	MILES OF LINE AND VALUE			Value of All Other Property	Total Property Value	Tax on Property	License Tax	Total Tax
		Poles	Conduits	Value					
Western Union Telegraph Company (Continued.)	Rockbridge county	61.75	.....	\$ 3,087.50	\$ 2,040.40	\$ 5,127.90			
		77.61	.....	3,890.50	1,329.50	5,210.00			
		1.31	.....	98.25	22.90	121.15			
		.38	.....	28.50	20.40	48.90			
		34.50	.....	1,725.00	798.55	2,523.55			
		1.00	.....	75.00	116.30	191.30			
		1.63	.....	123.25	181.20	303.45			
		42.98	.....	2,149.00	842.80	2,991.80			
		86.71	.....	4,385.50	57.70	4,443.20			
		2.17	.....	162.75	918.91	1,081.66			
		20.04	.....	1,002.00	85.30	1,087.30			
		.62	.....	46.50	2,080.03	2,126.53			
		1.25	.....	93.75	91.20	184.95			
		89.64	.....	3,482.00	51.40	3,533.40			
		20.00	.....	1,000.00	3,710.85	4,710.85			
		34.00	.....	1,700.00	3,857.86	5,557.86			
		.14	.....	14.00	6,183.82	6,197.82			
		.51	.....	28.25	199.95	228.20			
		.33	.....	24.75	31.50	56.25			
		.92	.....	92.00	72.00	164.00			
		29.55	.....	1,477.50	232.26	1,709.76			
		2.11	.....	158.25	4,900.04	5,058.29			
		52.07	.....	2,803.50	67.35	2,870.85			
		.67	.....	50.25	1,265.62	1,315.87			
		.57	.....	42.75	28.90	71.65			
		1.75	.....	131.25	20.70	151.95			
		.65	.....	48.75	32.50	81.25			
		1.25	.....	93.75	28.00	121.75			
		26.10	.....	1,755.00	251.20	2,006.20			
		.25	.....	18.75	857.25	876.00			
		86.75	.....	2,937.50	19.10	3,056.60			
		2.43	.....	182.25	423.50	605.75			
		.73	.....	54.75	4,067.14	4,121.89			
		1.50	.....	112.50	267.40	379.90			
		1.00	.....	100.00	109.20	209.20			
			.....		16.90	16.90			
			.....		35.75	35.75			
			.....		50.00	50.00			

Weyers Cave Telephone Exchange	Windsor, town of	1.06		78 75	183 00	261 75			
	Wise county	49.46		2,473 00	942 10	3,415 10			
	Woodstock, town of	1.08		77 25	29 40	106 65			
	Wythe county	59.66		2,983 00	4,125 24	7,108 24			
	Wytheville, town of	2.29		171 75	293 90	465 65			
	York county				131 90	131 90			
	Total	3,136.23	.35	164,999 25	299,591 10	464,590 35	\$ 1,626 06	\$ 8,520 29	\$ 10,140 35
	Augusta county	83.00		2,055 00	426 00	2,481 00			
	Rockingham county	10.00		240 00	42 00	282 00			
	Total	93.00		2,295 00	468 00	2,763 00	9 67		9 67
	Frederick county	8.00		240 00	320 00	560 00	1 96	2 70	4 66
								4 17	4 17
	Charlotte county	46.00		690 00	243 00	933 00			
	Mecklenburg county	8.00		120 00	10 00	130 00			
	Total	54.00		810 00	253 00	1,063 00	3 72	6 90	10 62
	Wythe county	96.00		2,880 00	1,105 00	3,985 00			
	Wytheville, town of	6.50		487 50	2,320 00	2,807 50			
	Total	102.50		3,367 50	3,425 00	6,792 50	23 77	53 37	77 14
								5 42	5 42
	Warwick county	6.00		240 00	759 00	999 00			
	York county	17.00		360 00	359 00	719 00			
	Total	23.00		600 00	1,118 00	1,718 00	6 01	16 20	22 21
	Grand total	19,507.82	63.87	\$830,201 95	\$2,572,387 72	\$3,402,589 67	\$ 11,908 67	\$ 53,628 45	\$ 65,537 12

STATEMENT

Of the Taxable Values of Express Properties in the State, and the Taxes Assessed Thereon, and License Tax Assessed by Law for the Year Ending June 30, 1913.

Adams Express Company

Miles Operated in the State of Virginia, 1,720.10.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Accomac county.....	\$ 236 00			
Albemarle county.....	158 00			
Alexandria, city of.....	800 00			
Alleghany county.....	47 00			
Amherst county.....	12 00			
Appalachia, town of.....	42 00			
Ashland, town of.....	12 00			
Augusta county.....	71 00			
Basic City, town of.....	75 00			
Bath county.....	185 00			
Bedford county.....	47 00			
Belle Haven, town of.....	2 00			
Big Stone Gap, town of.....	23 00			
Botetourt county.....	54 00			
Bridgewater, town of.....	6 00			
Brookneal, town of.....	6 00			
Brunswick county.....	20 00			
Buchanan, town of.....	18 00			
Buckingham county.....	32 00			
Buena Vista, city of.....	12 00			
Campbell county.....	28 00			
Cape Charles, town of.....	138 00			
Caroline county.....	29 00			
Charles City county.....	2 00			
Charlotte county.....	43 00			
Charlottesville, city of.....	700 00			
Clifton Forge, city of.....	4,950 00			
Columbia, town of.....	15 00			
Covington, town of.....	500 00			
Dayton, town of.....	8 00			
Eastville, town of.....	26 00			
Elizabeth City county.....	530 00			
Essex county.....	11 00			
Fairfax county.....	10 00			
Fluvanna county.....	54 00			
Fredericksburg, city of.....	475 00			
Giles county.....	16 00			
Goochland county.....	53 00			
Gordonsville, town of.....	900 00			
Goshen, town of.....	25 00			
Greensville county.....	2 00			
Hampton, city of.....	235 00			
Hanover county.....	92 00			
Harrisonburg, town of.....	215 00			
Henrico county.....	22 00			
Iron Gate, town of.....	18 00			
Isle of Wight county.....	10 00			
James City county.....	47 00			
Kenbridge, town of.....	18 00			
King George county.....	2 00			
Lancaster county.....	47 00			
Lee county.....	86 00			
Lexington, town of.....	200 00			
Louisa county.....	74 00			
Louisa, town of.....	8 00			
Lunenburg county.....	26 00			
Mathews county.....	36 00			
Middlesex county.....	9 00			
Milford, town of.....	32 00			
Mineral, town of.....	17 00			
Montgomery county.....	16 00			
Nansemond county.....	2 00			
Nelson county.....	45 00			
New Castle, town of.....	8 00			
New Kent county.....	66 00			

**STATEMENT OF TAXABLE VALUES OF EXPRESS PROPERTIES—ADAMS
EXPRESS COMPANY—CONTINUED.**

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Newport News, city of.....	\$ 3,110 00			
Norfolk, city of.....	3,050 00			
Northampton county.....	130 00			
Northumberland county.....	41 00			
Norton, town of.....	40 00			
Occoquan, town of.....	18 00			
Orange county.....	6 00			
Parkaley, town of.....	56 00			
Prince Edward county.....	2 00			
Prince George county.....	2 00			
Prince William county.....	22 00			
Richmond, city of.....	200 00			
Richmond county.....	40 00			
Roanoke, city of.....	800 00			
Rockbridge county.....	43 00			
Rockingham county.....	42 00			
Salem, town of.....	176 00			
Scottsville, town of.....	18 00			
Smithfield, town of.....	7 00			
Southampton county.....	46 00			
Spotsylvania county.....	6 00			
Stafford county.....	39 00			
Staunton, city of.....	675 00			
Suffolk, city of.....	210 00			
Surry county.....	3 00			
Sussex county.....	10 00			
Tappahannock, town of.....	14 00			
Urbanna, town of.....	19 00			
Warwick county.....	41 00			
Waynesboro, town of.....	50 00			
Westmoreland county.....	3 00			
Williamsburg, city of.....	35 00			
Winchester, city of.....	285 00			
Wise county.....	38 00			
York county.....	12 00			
Total.....	\$ 20,993 00	\$ 73 47	\$ 10,320 60	\$ 10,394 07

STATEMENT OF TAXABLE VALUES OF EXPRESS PROPERTIES—CON.

Southern Express Company

Miles Operated in the State of Virginia, 2,600.73

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Abingdon, town of.....	\$ 123 00			
Albemarle county.....	83 00			
Amelia county.....	11 00			
Amherst county.....	81 00			
Appalachia, town of.....	98 00			
Appomattox county.....	20 00			
Augusta county.....	23 00			
Basic City, town of.....	10 00			
Bedford City, town of.....	116 00			
Bedford county.....	11 00			
Berryville, town of.....	59 00			
Big Stone Gap, town of.....	63 00			
Blackstone, town of.....	16 00			
Botetourt county.....	12 00			
Boyce, town of.....	18 00			
Boydton, town of.....	15 00			
Boykins, town of.....	25 00			
Branchville, town of.....	10 00			
Bristol, city of.....	1,399 00			
Broadway, town of.....	33 00			
Brookneal, town of.....	10 00			
Brunswick county.....	46 00			
Buchanan, town of.....	25 00			
Buena Vista, city of.....	56 00			
Burkeville, town of.....	63 00			
Campbell county.....	88 00			
Carroll county.....	4 00			
Charlotte county.....	11 00			
Chase City, town of.....	15 00			
Chatham, town of.....	30 00			
Chesterfield county.....	19 00			
Christiansburg, town of.....	222 00			
Claremont, town of.....	5 00			
Clarke county.....	2 00			
Clarksville, town of.....	33 00			
Clinchport, town of.....	5 00			
Clover, town of.....	10 00			
Coeburn, town of.....	45 00			
Courtland, town of.....	15 00			
Crewe, town of.....	64 00			
Culpeper county.....	62 00			
Culpeper, town of.....	261 00			
Cumberland county.....	3 00			
Danville, city of.....	5,561 00			
Dinwiddie county.....	41 00			
Drakes Branch, town of.....	23 00			
Dry Fork, town of.....	18 00			
Dublin, town of.....	18 00			
Duffield, town of.....	5 00			
East Stone Gap, town of.....	5 00			
Edinburg, town of.....	53 00			
Elkton, town of.....	61 00			
Emporia, town of.....	267 00			
Fairfax county.....	35 00			
Fairfax, town of.....	12 00			
Falls Church, town of.....	9 00			
Farmville, town of.....	349 00			
Fauquier county.....	185 00			
Franklin county.....	37 00			
Franklin, town of.....	92 00			
Fries, town of.....	5 00			
Front Royal, town of.....	101 00			
Galax, town of.....	10 00			
Gate City, town of.....	56 00			
Giles county.....	28 00			
Glade Spring, town of.....	46 00			
Glasgow, town of.....	5 00			
Graham, town of.....	132 00			
Greensville county.....	2 00			
Grottoes, town of.....	22 00			

STATEMENT OF TAXABLE VALUES OF EXPRESS PROPERTIES—SOUTHERN EXPRESS COMPANY—CONTINUED.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Halifax county.....	\$ 22 00			
Hamilton, town of.....	31 00			
Harrisonburg, town of.....	170 00			
Haymarket, town of.....	16 00			
Henry county.....	47 00			
Herndon, town of.....	5 00			
Holland, town of.....	10 00			
Honaker, town of.....	33 00			
Houston, town of.....	5 00			
Isle of Wight county.....	19 00			
Keysville, town of.....	58 00			
King William county.....	6 00			
Lawrenceville, town of.....	75 00			
Lee county.....	21 00			
Leesburg, town of.....	194 00			
Loudoun county.....	64 00			
Lunenburg county.....	6 00			
Luray, town of.....	137 00			
Lynchburg, city of.....	4,795 00			
Manassas, town of.....	79 00			
Marion, town of.....	144 00			
Martinsville, town of.....	201 00			
Mecklenburg county.....	106 00			
Montgomery county.....	57 00			
Mount Jackson, town of.....	66 00			
Nansemond county.....	19 00			
Narrows, town of.....	5 00			
Nelson county.....	122 00			
New Kent county.....	4 00			
New Market, town of.....	56 00			
Norfolk, city of.....	8,349 00			
Norfolk county.....	12 00			
Norton, town of.....	79 00			
Nottoway county.....	4 00			
Orange county.....	54 00			
Orange, town of.....	109 00			
Page county.....	72 00			
Pamplin City, town of.....	16 00			
Patrick county.....	8 00			
Pearisburg, town of.....	5 00			
Petersburg, city of.....	9,084 00			
Pittsylvania county.....	133 00			
Plains, The, town of.....	35 00			
Pocahontas, town of.....	212 00			
Portsmouth, city of.....	2,628 00			
Powhatan county.....	10 00			
Prince Edward county.....	8 00			
Prince George county.....	24 00			
Prince William county.....	43 00			
Princess Anne county.....	9 00			
Pulaski county.....	42 00			
Pulaski, town of.....	339 00			
Purcellville, town of.....	51 00			
Radford, city of.....	92 00			
Remington, town of.....	21 00			
Richlands, town of.....	5 00			
Richmond, city of.....	28,238 00			
Ridgeway, town of.....	5 00			
Roanoke, city of.....	3,266 00			
Roanoke county.....	8 00			
Rockbridge county.....	70 00			
Rockingham county.....	18 00			
Rocky Mount, town of.....	49 00			
Round Hill, town of.....	27 00			
Russell county.....	125 00			
Rustburg, town of.....	5 00			
Salem, town of.....	147 00			
Saltville, town of.....	5 00			
Scott county.....	27 00			
Shenandoah county.....	72 00			
Shenandoah, town of.....	20 00			
Smyth county.....	36 00			
South Boston, town of.....	309 00			
South Hill, town of.....	10 00			

STATEMENT OF TAXABLE VALUES OF EXPRESS PROPERTIES—SOUTH-ERN EXPRESS COMPANY—CONTINUED.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Southampton county.....	\$ 57 00			
Strasburg, town of.....	16 00			
Stuart, town of.....	5 00			
Suffolk, city of.....	976 00			
Surry county.....	2 00			
Sussex county.....	30 00			
Tacoma, town of.....	5 00			
Tazewell county.....	76 00			
Tazewell, town of.....	48 00			
Timberville, town of.....	16 00			
Vienna, town of.....	18 00			
Vinton, town of.....	5 00			
Virgilina, town of.....	33 00			
Virginia Beach, town of.....	10 00			
Wakefield, town of.....	53 00			
Warren county.....	117 00			
Warrenton, town of.....	10 00			
Washington county.....	70 00			
Waverly, town of.....	17 00			
West Point, town of.....	78 00			
Windsor, town of.....	17 00			
Wise county.....	229 00			
Woodstock, town of.....	73 00			
Wythe county.....	128 00			
Wytheville, town of.....	102 00			
Total.....	\$ 73,143 00	\$ 256 00	\$ 15,604 38	\$ 15,860 38

United States Express Company
Miles Operated in the State of Virginia, 92.34.

LOCATION	Total Property Value	Tax on Property	License Tax	Total Tax
Augusta county.....	\$ 30 00			
Clarke county.....	6 00			
Elizabeth City county.....	495 00			
Frederick county.....	60 00			
Harrisonburg, town of.....	230 00			
Lexington, town of.....	367 00			
Norfolk, city of.....	1,700 00			
Portsmouth, city of.....	100 00			
Rockbridge county.....	26 00			
Rockingham county.....	6 00			
Shenandoah county.....	135 00			
Staunton, city of.....	675 00			
Winchester, city of.....	375 00			
Total.....	\$ 4,205 00	\$ 14 72	\$ 554 04	\$ 568 76
Grand total—4,413.17 miles.....	\$ 98,341 00	\$ 344 19	\$ 26,479 02	\$ 26,823 21

STATEMENT

Showing the Value of Real and Personal Property, Gross Income and Receipts of Steamship and Steamboat Companies Who May Run Steamships, Steamboats, Steam Ferry Companies, Vessels or Barges, or Other Floating Property for the Transportation of Passengers or Freight in the Commonwealth of Virginia, Assessed by the State Corporation Commission, and the Tax Extended Thereon, and Income Tax on Gross Receipts at One half of One Percentum for Year Ending 30th June, 1913.

NAME OF COMPANY	LOCATION	Value of Steamers and Other Floating Property	Value of all Other Property	Total Property Value	Tax on Property	Gross Income	Tax on Income	Total Tax
Albemarle Steam Navigation Company	Franklin, town of	\$25,000 00	\$ 1,000 00	\$ 26,000 00	\$ 91 00	\$ 1,320 40	\$ 6 80	\$ 97 80
Baltimore, Chesapeake and Atlantic Railway Company	Accomac county	.....	7,400 00	7,400 00				
	Gloucester county	.....	500 00	500 00				
		.....	100 00	100 00				
		.....	1,700 00	1,700 00				
		.....	1,200 00	1,200 00				
		.....	1,500 00	1,500 00				
		.....	2,372 00	2,372 00				
	Total	.....	14,772 00	14,772 00	51 70	2,201 54	11 00	62 70
Baltimore Steam Packet Company	Norfolk, city of	.....	181,400 00	181,400 00				
	Prince George county	.....	2,000 00	2,000 00				
	Total	.....	183,400 00	183,400 00	641 90	791 50	3 94	645 84
Bennett's North Carolina Line	Norfolk, city of	.....	800 00	800 00				
	Norfolk county	.....	150 00	150 00				
	Princess Anne county	.....	150 00	150 00				
	Total	.....	900 00	900 00	3 15	12,640 00	68 20	71 35
Chesapeake Ferry Company	Norfolk county	34,078 00	18,468 00	52,546 00	183 91	66,735 40	328 67	512 58
Chesapeake Steamship Company	.....	.....	.....	.....	.....	4,350 00	21 75	21 75
Clyde Steamship Company	Norfolk, city of	.....	81,800 00	81,800 00	236 30	.....	.....	236 30

Norfolk and Washington, D. C. Steam- boat Company.....	Alexandria, city of.....	300,000 00	18,000 00	18,000 00	18,000 00	300,000 00	1,113 00	15,896 37	1,176 42	79 48	1,192 48
	Norfolk, city of.....	300,000 00	18,000 00	18,000 00	318,000 00	300,000 00					
	Total.....				4,500 00	4,500 00	15 75	10,083 44		50 41	66 16
Norfolk, York River and Tidewater Steam- boat Company.....	Norfolk, city of.....	4,500 00									
Old Dominion Steamship Company.....	Hampton, city of.....	10,000 00			10,000 00	10,000 00					
	Norfolk, city of.....	71,000 00	175,000 00	175,000 00	246,000 00	246,000 00					
	Richmond, city of.....	200,000 00	39,252 00	39,252 00	239,252 00	239,252 00					
	Smithfield, town of.....	95,000 00	4,000 00	4,000 00	99,000 00	99,000 00					
	Suffolk, city of.....	26,800 00	4,000 00	4,000 00	30,800 00	30,800 00					
	Total.....	402,800 00	222,252 00	222,252 00	625,052 00	625,052 00	2,187 68	235,284 37	1,176 42		3,364 10
Peoples Navigation Company, The.....	Norfolk, city of.....	14,000 00			14,000 00	14,000 00	49 00	8,209 80	41 05		90 05
Potomac and Chesapeake Steamboat Com- pany.....	Alexandria, city of.....	42,000 00			42,000 00	42,000 00	147 00	12,255 74	61 28		208 28
Virginia Navigation Company.....	Richmond, city of.....	60,000 00			60,000 00	60,000 00	210 00	56,824 76	284 12		494 12
Virginia Steamship Company.....	King and Queen county.....	5,000 00	750 00	750 00	5,750 00	5,750 00					
	King William county.....	5,000 00	750 00	750 00	5,750 00	5,750 00					
	Total.....	10,000 00	1,500 00	1,500 00	11,500 00	11,500 00	40 25	15,300 58	76 50		116 75
	Grand total.....	\$1,009,378 00	\$757,592 00	\$757,592 00	\$1,766,970 00	\$1,766,970 00	\$ 6,184 39	\$901,051 55	\$ 4,005 20		\$ 10,189 59

Value

Of Personal Property of Sleeping Car, Parlor Car and Dining Car Companies doing Business in the Commonwealth of Virginia, Assessed by the State Corporation Commission, and the Tax Extended Thereon, Based on the Miles of Track over which the Companies Operate in this State, for the Year Ending June 30, 1913.

THE PULLMAN COMPANY

LOCATION OF PRINCIPAL OFFICE	Miles Operated in the State of Virginia	License Tax at Two Dollars Per Mile	Total Tax
Richmond, city of-----	2,763.39	\$ 5,526 78	\$ 5,526 78

STATEMENT

Of the Taxable Values of Water Properties, Heat, Light, Power and Gas Properties in the State, and the Taxes Assessed Thereon, and the Franchise Tax Assessed Upon the Gross Earnings and Receipts for the Year Ending 30th June, 1913.

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machinery, Stores, etc.	Value of Pole Line, Conduits, Mains, etc.	Total Property Value	Tax on Property	Franchise Tax	Total Tax
Abingdon Water and Light Company, The.....	Abingdon, town of.....	\$ 3,350	\$ 7,054	\$ 10,404	\$ 36 41	\$ 78 96	\$ 115 37
Alexandria County Lighting Company.....	Alexandria, city of..... Alexandria county..... Fairfax county.....	73,551 ----- -----	19,265 7,754 3,134	92,816 7,754 3,134			
	Total.....	73,551	30,153	103,704	362 96	317 71	680 67
Alexandria Water Company.....	Alexandria, city of..... Alexandria county..... Fairfax county..... Potomac, town of.....	8,000 ----- 72,270 -----	57,265 13,397 20,453 9,280	65,265 13,397 92,723 9,280			
	Total.....	80,270	100,395	180,665	632 33	226 71	859 04
Altavista Land and Improvement Company, Inc., The.....						4 84	4 84
Altavista Light and Power Corporation.....	Altavista, town of.....	642	2,644	3,286	11 50	4 04	15 54
Altavista Water and Sewerage Company, Inc.....	Altavista, town of.....	3,440	8,469	11,909	41 68	7 37	49 05
Appalachian Power Company.....	Bland county..... Carroll county..... Christiansburg, town of..... Dublin, town of..... Galax, town of..... Graham, town of..... Grayson county..... Marion, town of..... Montgomery county..... Pocahontas, town of..... Pulaski county.....	1,049,795 1,740 ----- 865 ----- 238 8,035 625 29,314	63,704 88,779 5,732 1,927 2,903 2,376 2,787 5,677 42,937 2,215 103,016	63,704 1,138,574 7,472 1,927 3,768 2,376 3,025 13,712 42,937 2,840 132,330			

STATEMENT OF THE TAXABLE VALUES OF WATER, HEAT, LIGHT, POWER AND GAS PROPERTIES—CONTINUED.

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machinery, Boilers, etc.	Value of Pole Line, Conductors, Mains, etc.	Total Property Value	Tax on Property	Franchise Tax	Total Tax
Appalachian Power Company (Continued.)		\$ 13,943	\$ 9,800	\$ 23,743			
		14,053	28,457	28,457			
		36,931	76,253	90,306			
			39,106	76,037			
			72,643	72,643			
			7,759	15,029			
Total		1,183,409	556,070	1,719,479	\$ 6,018 18	\$ 341 10	\$ 6,359 28
Arlington Electric Company, The	Alexandria county	1,925	5,789	7,714			
	Falls Church, town of		452	452			
Total		1,925	6,241	8,166	28 58	34 30	63 88
Ashland Gas, Sewer and Water Company, Inc., The	Ashland, town of	2,050	5,419	7,469	26 14	11 12	37 26
Bradlock Light and Power Company, Inc.	Alexandria county		5,078	5,078	17 77	54 24	72 01
Bristol Gas and Electric Company	Bristol, city of	6,961	17,518	24,479	85 84	179 78	265 62
Bristol-Goodson Water Company	Washington county	10,000	15,000	25,000	87 50		87 50
Buchanan Water Works Company	Botetourt county		1,405	1,405			
	Buchanan, town of		2,341	2,341			
Total			3,746	3,746	12 76	5 67	18 43
Charlottesville and Albemarle Railway Company	Albemarle county		8,436	8,436			
	Charlottesville, city of	68,918	15,113	84,031			
Total		68,918	23,549	92,467	323 63	192 61	516 24
Citizens Railway, Light and Power Company	Newport News, city of		23,585	23,585			
	Warwick county		2,938	2,938			
Total			26,523	26,523	91 83	510 16	\$602 99

City Gas Company of Norfolk.....	310,910	149,081	360,801	1,288 13	1,755 73	3,043 83
Norfolk, city of.....	210,910	159,986	370,896			
Norfolk county.....						
Total.....						
Clifton Forge Light and Water Company.....	47,065		47,065	164 49	54 58	319 27
Crews Electric Plant.....	3,400	2,106	5,506	19 27	23 19	41 46
Danascus Light and Power Company.....	5,310	633	5,943			
Danascus, town of.....		212	212			
Washington county.....						
Total.....	5,310	845	6,155	21 54	9 38	30 92
Pittsylvania county.....	15,300		15,300	53 56		53 56
Giles county.....	1,850		1,850			
Montgomery county.....	450		450			
Total.....	2,300		2,300	8 06		8 06
Mecklenburg county.....	500		500	1 75		1 75
Fredericksburg, city of.....	37,760		37,760	132 12	11 25	143 37
Lee county.....	7,500		7,500	26 25		26 25
Greensville county.....	67,239	5,733	72,972	355 40	106 84	362 24
Gate City, town of.....	275	546	821			
Scott county.....	785	860	1,645			
Total.....	1,010	1,406	2,416	8 46	3 95	12 41
Floyd county.....	710		710	2 48		2 48
Fredericksburg, city of.....	2,260	2,000	2,000			
Spotylvania county.....			2,550			
Total.....	2,260	2,000	4,250	14 87	3 71	18 58
Fredericksburg, city of.....	3,435	8,529	11,964	41 87	21 22	63 09
Culpeper county.....	5,383		5,383			
of.....	6,199		6,199			
of.....	21,533		21,533			
of.....	17,097		17,097			
of.....	14,668		14,668			
Total.....	65,477		65,477	229 17	32 74	261 91
Rockbridge county.....	19,900		19,900	69 65		69 65
Goshen Power Company, Inc.....						

ANNUAL REPORT OF

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machinery, Bores, etc.	Value of Pole Line, Conduits, Mains, etc.	Total property Value	Tax on Property	Franchise Tax	Total Tax
Great Falls Power Company	Fairfax county	\$ 39,142		\$ 39,142	\$ 136 99	.....	\$ 136 99
Hampton, Phoebus and Fort Monroe Gas Corporation	Elizabeth City county	32,115	\$ 4,261	36,376			
	Hampton, city of	7,036	16,707	23,743			
	Phoebus, town of		6,229	6,229			
	Total	39,151	27,197	66,348	232 22	\$ 378 16	510 38
Henrico County Gas Company	Henrico county	34,250	23,105	57,355	200 74	9 14	209 88
Ice Water Light Company	Blackstone, town of	75	4,173	4,248	14 87	36 38	51 25
Jeter Hill Water Company, Inc.	Bedford county	1,360	1,001	2,361	8 26	1 34	9 50
Leesburg Electric Company	Leesburg, town of	4,600	722	5,322			
	Loudoun county	5,420	3,117	8,537			
	Total	10,020	3,839	13,859	48 51	62 30	110 81
Light and Power Company of Rocky Mount	Rocky Mount, town of	1,800	930	2,730	9 56	16 03	25 59
Little Tunnel Water Power Company	Botetourt county	5,030		5,030	17 60		17 60
Loudoun Light and Power Company, The	Purcellville, town of	3,595	167	3,762	13 16	30 74	43 90
Lynchburg Traction and Light Company	Campbell county	44,549	5,545	50,094			
	Lynchburg, city of	130,996	96,249	227,245			
	Total	175,545	101,794	277,339	970 69	1,180 62	2,151 31
Manchester Light, Heat and Power Company	Chesterfield county		160	160			
	Richmond, city of	5,465	5,735	11,200			
	Total	5,465	5,895	11,360	39 76	12 90	52 66

Newport News Gas Company.....	12,463	42,981	112,244	318 89	711 74
Newport News, city of.....	55,800	56,444	112,244	302 85	
Total.....	55,800	56,444	112,244		
Newport News Light and Water Company.....	56,914	25,140	56,914		
Elizabeth City, county.....	25,140	25,140	25,140		
Hampton, city of.....	301	105,847	112,856		
Phoenix, town of.....	8,038	10,415	10,415		
Total.....	230,962	148,167	379,129		
Elizabeth City, county.....	23,716	23,716	23,716		
Total.....	253,608	344,483	610,091	2,125 31	2,737 85
Newport News and Old Point Railway and Electric Company.....	5,542	11,419	5,552		
Elizabeth City, county.....	5,542	11,419	11,419		
Hampton, city of.....	3,695	3,695	3,695		
Phoenix, town of.....					
Total.....	30,566	30,566	30,566	71 96	316 28
Norfolk County Water Company.....	36,102	49,204	84,306		
Norfolk, city of.....	64,980	64,980	64,980		
Norfolk county.....	31,500	83,223	114,723		
Princess Anne county.....					
Total.....	66,602	197,467	264,069	924 34	1,233 54
Princess Anne Water Company.....	2,930		2,930	10 25	10 25
Norfolk Railway and Light Company.....	80,300	156,595	242,895		
Norfolk, city of.....		19,142	19,142		
Norfolk county.....					
Total.....	80,300	175,737	262,037	917 13	917 13
North River Electric Company, The.....		728	728		
Bridgewater, town of.....		300	300		
Dayton, town of.....		310	9,365		
Rockingham county.....					
Total.....	9,058	1,428	10,486	36 70	52 37
Northern Virginia Power Company.....	500	1,623	2,123		
Berryville, town of.....		4,140	4,140		
of.....	2,300	1,585	1,585		
Total.....	2,700	15,039	17,739	62 09	216 02
Norton Light and Power Company, Inc.....	11,650	2,034	13,674	47 86	103 49
Norton Water Company.....	2,860	21,903	24,763	88 63	104 39

STATEMENT OF THE TAXABLE VALUES OF WATER, HEAT, LIGHT, POWER AND GAS PROPERTIES—CONTINUED.

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ANNUAL REPORT OF

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machinery, Stores, etc.	Value of Pole Line, Conductors, Mains, etc.	Total Property Value	Tax on Property	Franchise Tax	Total Tax
Nottoway Hydro-Electric Company.....	Greenville county.....	\$ 3,255	.....	\$ 3,255			
.....	Sussex county.....	2,345	.....	2,345			
	Total.....	5,600	.....	5,600	\$ 18 60	.....	\$ 18 60
Ocoquan Company.....	Fairfax county.....	1,435	.....	1,435			
.....	Ocoquan, town of.....	19,500	.....	19,500			
.....	Prince William county.....	1,862	.....	1,862			
	Total.....	23,797	.....	23,797	79 79	\$ 3 00	82 79
Peninsula Light and Power Company.....	Accomac county.....	2,150	\$ 1,548	3,698	12 94	2 80	15 74
Peninsula Water Company.....	James City county.....	5,717	.....	5,717			
.....	York county.....	3,401	.....	3,401			
	Total.....	9,118	.....	9,118	31 91	.....	31 91
Peoples Light, Heat and Power Corporation.....	West Point, town of.....	4,971	1,146	6,117	21 41	6 03	27 44
Petersburg Aqueduct Company.....	Chesterfield county.....	1,140	.....	1,140			
.....	Petersburg, city of.....	.....	3,345	3,345			
	Total.....	1,140	3,345	4,485	15 00	3 04	18 73
Petersburg Gas Company, The.....	Petersburg, city of.....	97,594	51,148	148,742	520 59	480 20	1,000 79
Pocahontas Light and Water Company.....	Tasewell.....	.....	13,589	13,589	47 56	60 56	108 11
Portsmouth, Berkley and Suffolk Water Company.	Nansemond county.....	90,323	77,802	167,924			
.....	.....	21,017	47,391	68,408			
.....	.....	29,869	99,280	129,119			
.....	.....	62,430	93,210	155,640			
	Total.....	203,638	263,054	566,692	1,963 42	1,179 02	3,142 44

STATE CORPORATION COMMISSION.

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Portsmouth Gas Company.....	Norfolk county.....	9,177	9,177	488 97	636 03	1,127 00
	Portsmouth, city of.....	44,664	120,529			
	Total.....	53,831	139,706			
Portsmouth Suburban Water Company.....	Isle of Wight county.....	1,800	1,800			
	Nansemond county.....	85,312	250,930			
	Norfolk county.....	151,062	151,062			
	Portsmouth, city of.....	37,572	41,572			
	Suffolk, city of.....	4,606	4,606			
	Total.....	278,572	449,990	1,574 96		1,574 96
Potomac Power Company.....	Fairfax county.....	---	6,000	21 00		21 00
Powell Valley Light and Power Company.....	Appalachia, town of.....	856	856			
	Big Stone Gap, town of.....	2,363	6,116			
	Wise county.....	216	216			
	Total.....	3,435	9,188	32 16	79 39	111 56
Pure Water Company.....	South Hill, town of.....	1,965	1,965	6 94	2 12	9 06
Radford Water-Power Company.....	Montgomery county.....	---	6,164			
	Pulaski county.....	---	15,796			
	Radford, city of.....	33,631	39,431			
	Total.....	33,631	61,391	214 86	116 80	331 66
Rappahannock Electric Light and Power Co., The..	Fredericksburg, city of.....	4,605	4,760			
	Spotsylvania county.....	618	6,844			
	Stafford county.....	363	363			
	Total.....	5,586	13,967	48 88	56 24	106 12
Red Land Power Corporation.....	Albemarle county.....	---	3,000	10 50		10 50
Remington Light and Heat Company, Inc.....	Remington, town of.....	1,067	2,730	9 55	15	9 70
Riverside Light and Power Company.....	Augusta county.....	3,193	3,193			
	Waynesboro, town of.....	8,706	8,413			
	Total.....	6,896	11,606	40 62	34 85	75 47
Roanoke Gas Light Company.....	Roanoke, city of.....	87,390	157,619	551 67	457 20	1,008 87
Roanoke Railway and Electric Company.....	Roanoke, city of.....	66,340	232,790			
		8,142	59,742			
		2,350	4,150			
		2,038	2,038			
	Total.....	76,870	296,730	1,045 52	1,229 15	2,274 67

STATEMENT OF THE TAXABLE VALUES OF WATER, HEAT, LIGHT, POWER AND GAS PROPERTIES—CONTINUED.

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machinery, Stores, etc.	Value of Pole Line, Conduits, Mains, etc.	Total property Value	Tax on Property	Franchise Tax	Total Tax
Roanoke Water Company	Roanoke, city of	\$ 5,575	\$ 110,705	\$ 116,280	\$ 773 56	\$ 598 15	\$ 1,371 71
	Roanoke county	84,230	20,506	104,736			
	Total	89,805	131,211	221,016			
Rock Spring Electric Company	Shenandoah county	1,845	1,178	3,023	10 58	8 27	18 85
Rosslyn Gas Company	Alexandria county	32,600	24,395	56,995	199 48	91 02	290 50
Rural Power Company, Inc.	Roanoke county		396	396	1 38	30	1 68
Shenandoah River Light and Power Corporation	Luray, town of	335	2,959	3,294			
	Page county	13,605	1,056	14,661			
	Total	13,940	4,015	17,955	62 84	58 83	121 67
Smithfield Water Company, The	Isle of Wight county	9,225	2,323	11,548			
	Smithfield, town of		2,949	2,949			
	Total	9,225	5,272	14,497	50 74	20 43	71 17
South Boston Electric Light and Power Company	Halifax county	27,050	215	27,265			
	South Boston, town of		3,547	3,547			
	Total	27,050	3,762	30,812	107 84	69 36	177 20
South Hill Manufacturing Company, Inc.	South Hill, town of	6,659	2,785	9,444	33 05	22 69	55 74
South Timberville Water Company, Inc., The	Timberville, town of	311	297	608	213		2 13
Southside Water and Sewerage Corporation	Chesterfield county	2,700	3,016	5,716	20 01	14 21	34 22
Staunton Gas Company	Staunton, city of	32,250	21,384	53,634	187 72	143 34	331 06
Staunton Lighting Company	Staunton, city of	38,000	8,409	46,409	162 43	233 82	396 25
Suffolk Gas Electric Company	Suffolk, city of	17,400	10,055	27,455	96 09	69 79	165 88

Tasewell Electric Light and Power Company.....	North Tasewell, town of.....	441	441	441	30 35	55 23	55 77
	Tasewell county.....	499	499	6,140			
	Tasewell, town of	200	1,939	2,139		1 89	13 79
	Total.....	5,850	2,879	8,729			
Urbanna Water Company, The.....	Urbanna, town of	3,400		3,400			
Valley Light and Power Company	Shenandoah county	8,400	570	8,970			
	Woodstock, town of		857	857			
	Total	8,400	1,427	9,827	34 39	8 85	43 24
Vinton-Roanoke Water Company.....	Bedford county	11,554	8,731	20,285			
	Roanoke, city of	200	17,589	17,789			
	Roanoke county.....	930	14,940	15,870			
	Vinton, town of		8,513	8,513			
	Total.....	12,684	49,773	62,457	218 80	140 23	358 82
Virginia Light and Power Company.....	Ashland, town of	150	1,878	2,028	7 10	21 24	28 34
Virginia Railway and Power Company.....	Barton Heights, town of.....	13,325	4,638	4,638			
		31,761	57,765	71,091			
			6,359	87,190			
			5,361	6,361			
			18,634	18,634			
	of		9,005	9,005			
		459,350	54,070	513,350			
		21,000	49,000	70,000			
		21,000	28,125	49,125			
		80,450	26,698	54,136			
			599	599			
		1,225,100	290,812	1,525,972			
		10,550	6,890	17,440			
	Total.....	1,822,524	537,048	2,379,574	8,328 51	7,887 00	16,315 51
Virginia-Western Power Company	Alleghany county.....	1,000	5,892	6,892			
		3,040	4,012	7,052			
		54,304	9,124	63,428			
		3,050	6,224	9,274			
		1,199	2,480	2,679			
		25,575	2,341	28,016			
	Total	88,268	30,073	118,341	414 19	454 67	868 86
West Point Water, Light and Power Company, The.....	West Point, town of	2,250		2,250	7 57		7 87
Westhampton Sewer and Water Company, Inc.....	Henrico county.....	1,500		1,500	5 25	4 00	9 25

STATEMENT OF THE TAXABLE VALUES OF WATER, HEAT, LIGHT, POWER AND GAS PROPERTIES—CONTINUED.

NAME OF COMPANY	LOCATION	Value of Real Estate, Water Rights, Machine, etc.	Value of Pole Line, Conduits, Mains, etc.	Total Property Value	Tax on Property	Franchise Tax	Total Tax
Weyers Cave Light and Power Company.....	Augusta county.....	\$ 1,500	\$ 426	\$ 1,926	\$ 6 73	-----	\$ 6 73
Winchester Gas and Electric Light Company.....	Winchester, city of.....	11,275	7,342	18,617	65 16	\$ 65 69	130 85
Woodstock Electric Light and Power Company.....	Woodstock, town of.....	135	1,324	1,459	5 11	12 88	17 99
Grand Total.....		\$5,902,862	\$3,846,904	\$9,749,846	\$34,124 31	\$21,863 26	\$ 56,787 57

Recapitulation
Of Taxes Assessed Upon Public Service Corporations

CHARACTER OF CORPORATIONS	Property Value	Property Tax	Franchise Tax	License Tax	Total Tax
.....	\$115,480,123 00	\$ 404,180 27	\$ 631,136 62	-----	\$ 1,035,316 89
.....	8,903,055 00	31,180 63	49,841 04	-----	81,001 67
.....	3,402,889 67	11,908 67	-----	\$ 53,628 45	65,537 12
.....	98,241 00	344 19	-----	26,479 02	26,823 21
.....	1,766,970 00	6,184 39	-----	21,005 20	10,189 59
.....	9,749,846 00	24,124 31	21,863 26	5,526 78	55,787 57
Total.....	\$130,400,924 67	\$ 487,902 46	\$ 702,640 92	\$ 26,639 45	\$ 1,290,182 83

*Income tax.

STATEMENT

*Of Taxable Values of Public Service Corporations in Cities, Towns and Counties.***Abingdon, town of:**

Abingdon Water and Light Company, The.....	\$	10,404 00	
Bristol Telephone Company, The.....		2,802 00	
Norfolk and Western Railway Company.....		42,327 00	
Southern Express Company.....		123 00	
Virginia-Carolina Railway Company.....		24,085 00	
Virginia and Tennessee Telephone Company.....		4,909 00	
Western Union Telegraph Company.....		262 20	
			\$ 84,912 20

Accomac county:

Adams Express Company.....	\$	236 00	
Baltimore, Chesapeake and Atlantic Railway Company.....		7,400 00	
Chesapeake and Potomac Telephone Company of Virginia, The ...		27,107 91	
Delaware, Maryland and Virginia Railroad Company.....		29,364 00	
New York, Philadelphia and Norfolk Railroad Company.....		942,718 00	
Peninsula Light and Power Company.....		3,698 00	
Western Union Telegraph Company.....		3,196 80	
			1,013,720 71

Albemarle county:

Adams Express Company.....	\$	158 00	
Albemarle Telephone Company.....		14,640 00	
American Telephone and Telegraph Company of Virginia.....		12,066 70	
Charlottesville and Albemarle Railway Company.....		84,605 00	
Chesapeake and Ohio Railway Company, The.....		1,057,777 00	
Chesapeake and Potomac Telephone Company of Virginia, The....		2,375 00	
Farmers Mutual Telephone Company.....		2,166 00	
Greene County Mutual Telephone Company, The.....		60 00	
Nelson and Albemarle Railway Company.....		74,025 00	
Postal Telegraph Cable Company.....		4,725 00	
Red Land Power Corporation.....		3,000 00	
Scottsville Telephone Company.....		1,874 00	
Southern Express Company.....		83 00	
Southern Railway Company.....		649,720 00	
Virginia Central Telephone Company.....		70 00	
Western Union Telegraph Company.....		15,140 53	
			1,922,485 23

Alexandria, city of:

Adams Express Company.....	\$	800 00	
Alexandria County Lighting Company.....		92,816 00	
Alexandria Water Company.....		65,265 00	
Capital City Telephone Company.....		3,722 00	
Chesapeake and Potomac Telephone Company.....		14 20	
Chesapeake and Potomac Telephone Company of Virginia, The....		15,645 63	
Colonial Beach Company.....		45,000 00	
Mt. Vernon and Marshall Hall Steamboat Co., Ltd.....		24,000 00	
Norfolk and Washington, D. C., Steamboat Company.....		18,000 00	
Postal Telegraph Cable Company.....		1,026 00	
Potomac and Chesapeake Steamboat Company.....		42,000 00	
Southern Railway Company.....		176,268 00	
Washington and Old Dominion Railway.....		26 00	
Washington Utilities Company.....		34,396 00	
Washington Southern Railway Company.....		199,150 00	
Western Union Telegraph Company.....		2,421 00	
			720,549 93

Alexandria county:

Alexandria County Lighting Company.....	\$	7,754 00	
Alexandria Water Company.....		13,397 00	
American Telephone and Telegraph Company of Virginia.....		795 70	
Arlington Electric Company, The.....		7,714 00	
Braddock Light and Power Company, Inc.....		5,078 00	
Capital City Telephone Company.....		430 00	
Chesapeake and Potomac Telephone Company.....		1,511 90	
Chesapeake and Potomac Telephone Company of Virginia, The....		4,264 44	
Falls Church Telephone and Telegraph Company.....		5,669 00	
Postal Telegraph Cable Company.....		3,088 00	
Rosslyn Connecting Railroad Company.....		48,301 00	
Rosslyn Gas Company.....		56,995 00	
Southern Railway Company.....		18,578 00	
Washington and Old Dominion Railway.....		303,037 00	
Washington Utilities Company.....		405,437 00	
Washington Southern Railway Company.....		639,848 00	
Western Union Telegraph Company.....		4,454 30	
			1,526,352 34

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Alleghany county:		
Adams Express Company.....	\$ 47 00	
American Telephone and Telegraph Company of Virginia.....	7,638 35	
Bath County Telephone Company, The.....	150 00	
Chesapeake and Ohio Railway Company, The.....	1,137,410 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	190 00	
Clifton Forge Mutual Telephone Company.....	493 00	
Longdale Iron Company.....	53,698 00	
Norfolk and Western Railway Company.....	2,091 00	
Virginia-Western Power Company.....	6,892 00	
Western Union Telegraph Company.....	4,728 68	
	<hr/>	\$ 1,213,338 03
Altavista, town of:		
Altavista Light and Power Corporation.....	3,286 00	
Altavista Telephone Company.....	622 00	
Altavista Water and Sewerage Company, Inc.....	11,909 00	
Southern Railway Company.....	48,235 00	
Western Union Telegraph Company.....	250 50	
	<hr/>	64,302 50
Amelia county:		
Amelia and Powhatan Telephone Company, The.....	\$ 534 22	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,938 08	
Fluvanna and James River Valley Telephone Company.....	70 00	
Southern Express Company.....	11 00	
Southern Railway Company.....	296,075 00	
Southside Telephone Company.....	105 00	
Virginia Telephone Company, Inc.....	945 00	
Western Union Telegraph Company.....	3,870 00	
Wilson Saw Mill Company, Inc.....	7,500 00	
	<hr/>	311,048 30
Amherst county:		
Adams Express Company.....	\$ 12 00	
American Telephone and Telegraph Company of Virginia.....	10,297 75	
Chesapeake and Ohio Railway Company, The.....	440,073 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,573 44	
Dickie James, Telephone Company.....	390 00	
Norfolk and Western Railway Company.....	82,528 00	
Postal Telegraph Cable Company.....	3,030 00	
Southern Express Company.....	81 00	
Southern Railway Company.....	514,469 00	
Western Union Telegraph Company.....	10,029 41	
	<hr/>	1,062,483 60
Amherst, town of		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 36 60	
Southern Railway Company.....	13,080 00	
	<hr/>	13,116 60
Appalachia, town of:		
Adams Express Company.....	\$ 42 00	
Interstate Railroad Company.....	10,486 00	
Louisville and Nashville Railroad Company.....	26,175 00	
Powell Valley Light and Power Company.....	856 00	
Southern Express Company.....	98 00	
Virginia and Southwestern Railway Company.....	6,028 00	
Virginia and Tennessee Telephone Company.....	1,195 50	
Western Union Telegraph Company.....	201 85	
	<hr/>	45,082 35
Appomattox county:		
American Telephone and Telegraph Company of Virginia.....	\$ 6,437 40	
Appomattox Telephone Company, The.....	4,248 50	
Central Telephone Company.....	25 00	
Norfolk and Western Railway Company.....	608,891 00	
Southern Express Company.....	20 00	
Western Union Telegraph Company.....	2,224 11	
	<hr/>	621,846 01
Ashland, town of:		
Adams Express Company.....	\$ 12 00	
Ashland Gas, Sewer and Water Company, Inc., The.....	7,469 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	3,193 57	
Richmond and Chesapeake Bay Railway Company.....	16,893 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	50,608 00	
Virginia Light and Power Company.....	2,028 00	
Western Union Telegraph Company.....	841 30	
	<hr/>	81,044 87

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Augusta county:		
Adams Express Company.....	\$ 71 00	
Blue Ridge Light and Power Company.....	4,525 00	
Chesapeake and Ohio Railway Company, The.....	778,787 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	3,345 00	
Chesapeake Western Railway.....	57,627 00	
Craigsville and Bell's Valley Mutual Telephone Company, The....	1,047 00	
Farmers Mutual Telephone Company.....	1,455 00	
Harrisonburg Mutual Telephone Company.....	111 00	
Norfolk and Western Railway Company.....	583,274 00	
Riverside Light and Power Company.....	3,193 00	
Rockingham Mutual Telephone and Telegraph Company.....	315 00	
Ronceverte and Elkins Telephone Company.....	954 00	
Southern Express Company.....	23 00	
Spottswood Telephone Company.....	1,289 00	
Staunton Mutual Telephone Company.....	931 00	
Steel Ores Railway.....	6,125 00	
United States Express Company.....	30 00	
Valley Railroad Company of Virginia.....	261,535 00	
Virginia Portland Railway Company.....	12,900 00	
Waynesboro Mutual Telephone Company.....	290 00	
Western Union Telegraph Company.....	9,146 39	
Weyers Cave Light and Power Company.....	1,925 00	
Weyers Cave Telephone Exchange.....	2,481 00	
	\$ 1,731,379 39	
Barton Heights, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 4,798 00	
Virginia Railway and Power Company.....	16,788 00	
		21,586 00
Basic City, town of:		
Adams Express Company.....	\$ 75 00	
Chesapeake and Ohio Railway Company, The.....	31,784 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	87 00	
Norfolk and Western Railway Company.....	33,504 00	
Southern Express Company.....	10 00	
Waynesboro Mutual Telephone Company.....	763 00	
Western Union Telegraph Company.....	391 95	
		66,614 95
Bath county:		
Adams Express Company.....	\$ 185 00	
American Telephone and Telegraph Company of Virginia.....	1,456 00	
Bath County Telephone Company, The.....	2,341 00	
Chesapeake and Ohio Railway Company, The.....	369,461 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	430 00	
Western Union Telegraph Company.....	2,453 26	
		376,326 26
Bedford county:		
Adams Express Company.....	\$ 47 00	
Altavista Telephone Company, Inc.....	100 00	
American Telephone and Telegraph Company of Virginia.....	3,683 50	
Bedford and Campbell Telephone and Telegraph Company.....	944 00	
Bedford Southside Telephone and Telegraph Corporation.....	1,725 00	
Big Island and Bedford City Telephone Company.....	2,743 00	
Chesapeake and Ohio Railway Company, The.....	384,822 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	4,227 70	
Jeter Hill Water Company, Inc.....	2,361 00	
Mutual Telephone Company of Henry, Franklin and Pittsylvania Counties, The.....	60 00	
Norfolk and Western Railway Company.....	1,016,708 00	
Postal Telegraph Cable Company.....	1,985 40	
Roanoke and Bedford County Telephone and Telegraph Corpora- tion.....	1,926 00	
Southern Express Company.....	11 00	
Vinton-Roanoke Water Company.....	20,285 00	
Virginian Railway Company, The.....	489,395 00	
Western Union Telegraph Company.....	7,416 80	
		1,938,440 40
Bedford City, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 5,649 91	
Norfolk and Western Railway Company.....	65,723 00	
Southern Express Company.....	116 00	
Western Union Telegraph Company.....	406 35	
		71,895 26
Belle Haven, town of:		
Adams Express Company.....	\$ 2 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	793 21	
		795 2

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Berryville, town of:			
American Union Telephone Company of Virginia, Inc.....	\$	46 00	
Chesapeake and Potomac Telephone Company of Virginia, The....		2,436 35	
Norfolk and Western Railway Company.....		20,777 00	
Northern Virginia Power Company.....		2,123 00	
Southern Express Company.....		59 00	
Western Union Telegraph Company.....		77 05	
			\$ 25,518 40
Big Stone Gap, town of:			
Adams Express Company.....	\$	23 00	
Big Stone Gap and Powell's Valley Railroad Company.....		17,000 00	
Louisville and Nashville Railroad Company.....		52,700 00	
Powell Valley Light and Power Company.....		8,116 00	
Southern Express Company.....		63 00	
Virginia and Southwestern Railway Company.....		38,700 00	
Virginia and Tennessee Telephone Company.....		4,100 80	
Western Union Telegraph Company.....		708 80	
			121,411 60
Blacksburg, town of:			
Chesapeake and Potomac Telephone Company of Virginia, The....	\$	145 00	
Norfolk and Western Railway Company.....		4,900 00	
Virginia and Tennessee Telephone Company.....		2,307 50	
			7,352 50
Blackstone, town of:			
Chesapeake and Potomac Telephone Company of Virginia, The....	\$	6 00	
Ice Water Light Company.....		4,248 00	
Norfolk and Western Railway Company.....		25,699 00	
Southern Express Company.....		16 00	
Western Union Telegraph Company.....		123 25	
			30,092 25
Bland county:			
Appalachian Power Company.....	\$	63,704 00	
Bland Telephone Company.....		1,270 00	
Clear Fork Telephone Company, The.....		421 00	
New River, Holston and Western Railroad Company.....		30,385 00	
Bondtown, town of:			
Norfolk and Western Railway Company.....	\$	4,160 00	
Virginia and Tennessee Telephone Company.....		144 00	
Western Union Telegraph Company.....		31 20	
Botetourt county:			
Adams Express Company.....	\$	54 00	
American Telephone and Telegraph Company of Virginia.....		8,217 40	
Botetourt Telephone Company, The.....		1,180 50	
Buchanan Water Works Company.....		1,405 00	
Chesapeake and Ohio Railway Company, The.....		1,018,102 00	
Chesapeake and Potomac Telephone Company of Virginia, The....		1,887 50	
Cloverdale and Catawba Furnace Railroad Company.....		5,350 00	
Little Tunnel Water Power Company.....		5,030 00	
Norfolk and Western Railway Company.....		650,473 00	
Roanoke and Botetourt Telephone Company.....		6,339 00	
Southern Express Company.....		12 00	
Valley Railroad Company of Virginia.....		1,140 00	
Western Union Telegraph Company.....		3,740 34	
			1,700,000 00
Bowling Green, town of:			
American Telephone and Telegraph Company of Virginia.....	\$	898 05	
Caroline County Telephone Company, Inc.....		738 00	
			636 05
Boyce, town of:			
Chesapeake and Potomac Telephone Company of Virginia, The....	\$	162 20	
Norfolk and Western Railway Company.....		13,543 00	
Southern Express Company.....		18 00	
			13,723 20
Boydton, town of:			
Atlantic and Danville Railway Company, The.....	\$	9,820 00	
Home Telephone and Telegraph Company.....		157 00	
Southern Express Company.....		15 00	
Western Union Telegraph Company.....		110 95	
			10,102 95
Boykins, town of:			
Chesapeake and Potomac Telephone Company of Virginia, The....	\$	95 00	
Seaboard Air Line Railway.....		13,482 00	
Southern Express Company.....		25 00	
Western Union Telegraph Company.....		96 95	
			13,698 95

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Branchville, town of:

Chesapeake and Potomac Telephone Company of Virginia, The....\$	75 00	
Southern Express Company.....	10 00	
Union Telephone Company, The.....	30 00	
		\$ 115 00

Bridgewater, town of:

Adams Express Company.....\$	6 00	
Chesapeake and Western Railroad Company.....	2,150 00	
Chesapeake Western Railway.....	2,950 00	
Harrisonburg Mutual Telephone Company.....	620 00	
North River Electric Company, The.....	728 00	
Western Union Telegraph Company.....	76 50	
		6,530 50

Bristol, city of:

Bristol Gas and Electric Company.....\$	24,469 00	
Bristol Telephone Company, The.....	6,926 00	
Bristol Traction Company.....	13,983 00	
East Tennessee Telephone Company.....	4,007 00	
Norfolk and Western Railway Company.....	96,340 00	
Southern Express Company.....	1,399 00	
Virginia and Southwestern Railway Company.....	668,672 00	
Western Union Telegraph Company.....	776 60	
		816,572 60

Broadway, town of:

Chesapeake and Potomac Telephone Company of Virginia, The....\$	20 18	
District Mutual Telephone Company, Inc.....	400 00	
Southern Express Company.....	33 00	
Chesapeake Western Railway Company.....	16,710 00	
Western Union Telegraph Company.....	93 10	
		17,256 28

Brookneal, town of:

Adams Express Company.....\$	6 00	
Chesapeake Western Railway Company.....	12,515 00	
Chesapeake Western Railway Company.....	10 00	
Chesapeake Western Railway Company, The.....	15,834 00	
		28,365 00

Brookneal, town of:

Adams Express Company.....\$	20 00	
Chesapeake Western Railway Company, The.....	224,705 00	
Chesapeake Western Telephone Company, The.....	2,105 00	
Chesapeake Western Telephone Company.....	358 00	
Chesapeake Western Telephone Company.....	472,546 00	
Chesapeake Western Telephone Company.....	46 00	
Chesapeake Western Telephone Company, The.....	352,503 00	
Chesapeake Western Telephone Company.....	5,699 75	
		1,057,982 75

Brookneal, town of:

Chesapeake and Western Railroad Company.....\$	46,096 00	
Chesapeake Western Telephone Company.....	413 00	
Chesapeake Western Telephone Company, Inc.....	14,500 00	
Chesapeake Western Telephone Company.....	548 00	
Chesapeake Western Telephone Company.....	255 00	
		61,812 00

Brookneal, town of:

Adams Express Company.....\$	18 00	
American Telephone and Telegraph Company of Virginia.....	206 70	
Botetourt Telephone Company, The.....	225 00	
Buchanan Water Works Company.....	2,241 00	
Chesapeake and Ohio Railway Company, The.....	11,241 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	70 00	
Norfolk and Western Railway Company.....	11,264 00	
Southern Express Company.....	25 00	
Western Union Telegraph Company.....	135 60	
		25,426 30

Buckingham county:

Adams Express Company.....\$	32 00	
Chesapeake and Ohio Railway Company, The.....	135,902 00	
Fluvanna and James River Valley Telephone Company.....	120 00	
Southside Telephone Company.....	345 00	
Virginia Central Telephone Company.....	2,199 00	
		\$ 138,598 00

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Buena Vista, city of:		
Adams Express Company.....	\$ 12 00	
Chesapeake and Ohio Railway Company, The.....	27,950 00	
Lexington Mutual Telephone Company.....	1,096 00	
Norfolk and Western Railway Company.....	53,038 00	
Southern Express Company.....	56 00	
Virginia-Western Power Company.....	7,052 00	
Western Union Telegraph Company.....	554 80	
	<hr/>	\$ 89,758 80
Burkeville, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 261 15	
Chesapeake and Potomac Telephone Company of Virginia, The....	35 00	
Norfolk and Western Railway Company.....	35,114 00	
Southern Express Company.....	63 00	
Southern Railway Company.....	16,690 00	
Western Union Telegraph Company.....	420 65	
	<hr/>	\$ 52,583 80
Cambria, town of:		
Norfolk and Western Railway Company.....	\$ 33,040 00	
Virginia and Tennessee Telephone Company.....	1,311 00	
	<hr/>	\$ 34,351 00
Campbell county:		
Adams Express Company.....	\$ 28 00	
Altavista Telephone Company, Inc.....	1,018 00	
Appomattox Telephone Company, The.....	84 00	
American Telephone and Telegraph Company of Virginia.....	15,766 75	
Bedford and Campbell Telephone and Telegraph Company.....	18 00	
Central Telephone Company.....	1,864 00	
Chesapeake and Ohio Railway Company, The.....	208,609 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	4,271 56	
Farmers Independent Telephone Company, The.....	610 00	
Lynchburg Traction and Light Company.....	158,034 00	
Norfolk and Western Railway Company.....	886,555 00	
Postal Telegraph Cable Company.....	4,640 00	
Southern Express Company.....	88 00	
Southern Railway Company.....	681,464 00	
Virginia-North Carolina Telephone Company.....	1,291 00	
Virginian Railway Company, The.....	534,078 00	
Western Union Telegraph Company.....	12,419 98	
	<hr/>	\$ 2,510,859 29
Cape Charles, town of:		
Adams Express Company.....	\$ 138 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	2,731 83	
New York, Philadelphia and Norfolk Railroad Company.....	6,500 00	
	<hr/>	\$ 9,369 83
Caroline county:		
Adams Express Company.....	\$ 29 00	
American Telephone and Telegraph Company of Virginia.....	17,886 90	
Campbell Terrell Telephone Company.....	811 00	
Caroline County Telephone Company, Inc.....	6,726 00	
Maryland, Delaware and Virginia Railroad Company.....	600 00	
Postal Telegraph Cable Company.....	4,116 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	790,738 00	
Spotsylvania Telephone Company, The.....	177 00	
Tidewater Telephone Company, The.....	1,236 00	
Western Union Telegraph Company.....	12,848 29	
	<hr/>	\$ 835,168 19
Carroll county:		
Appalachian Power Company.....	\$ 1,138,574 00	
Blair Telephone Company.....	325 00	
Burk's Fork Telephone Company.....	1,680 00	
Carroll Telephone Company.....	2,439 00	
Galax Mutual Telephone Company, The.....	520 00	
Ivanhoe and Carroll Railroad Company.....	7,200 00	
Laurel Fork Telephone Company.....	7,734 00	
Norfolk and Western Railway Company.....	176,090 00	
Reed Island Mutual Telephone Company.....	3,892 00	
Southern Express Company.....	4 00	
Three Fork Telephone Company.....	337 00	
Vernon Telephone Company.....	815 00	
Western Union Telegraph Company.....	219 00	
	<hr/>	\$ 1,339,829 00
Cedar Bluff, town of:		
Norfolk and Western Railway Company.....	\$ 64,403 00	
	<hr/>	\$ 64,403 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Charles City county:		
Adams Express Company.....	\$ 2 00	
Charles City Telephone and Telegraph Company.....	2,361 00	
Chesapeake and Ohio Railway Company, The.....	127,594 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	185 00	
Henrico and Charles City Telephone and Telegraph Company.....	97 00	
Western Union Telegraph Company.....	83 25	
	<hr/>	\$ 130,322 25
Charlotte county:		
Adams Express Company.....	\$ 43 00	
Central Telephone Company.....	3,026 50	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,781 50	
Farmers Independent Telephone Company, The.....	70 00	
Home Telephone and Telegraph Company.....	100 00	
Lunenburg Telephone Company, Inc.....	26 25	
Ontario Telephone Company, The.....	425 00	
Richmond and Mecklenburg Railroad Company.....	71,530 00	
Southern Express Company.....	11 00	
Southern Railway Company.....	263,400 00	
Southside Telephone Company.....	39 00	
Virginian Railway Company, The.....	442,187 00	
Western Union Telegraph Company.....	3,269 49	
Wylliesburg Telephone Company.....	933 00	
	<hr/>	786,841 74
Charlotte C. H., town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 51 00	
	<hr/>	51 00
Charlottesville, city of:		
Adams Express Company.....	\$ 700 00	
Albemarle Telephone Company.....	28,589 00	
American Telephone and Telegraph Company of Virginia, The....	850 00	
Charlottesville and Albemarle Railway Company.....	122,719 00	
Chesapeake and Ohio Railway Company, The.....	63,831 00	
Postal Telegraph Cable Company.....	330 00	
Southern Railway Company.....	43,220 00	
Western Union Telegraph Company.....	1,793 35	
	<hr/>	262,032 35
Chase City, town of:		
Home Telephone and Telegraph Company.....	\$ 820 00	
Richmond and Mecklenburg Railroad Company.....	12,050 00	
Southern Express Company.....	15 00	
Western Union Telegraph Company.....	103 20	
	<hr/>	12,988 20
Chatham, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 3,872 29	
Southern Express Company.....	30 00	
Southern Railway Company.....	19,359 00	
Western Union Telegraph Company.....	224 45	
	<hr/>	23,485 74
Chesterfield county:		
American Telephone and Telegraph Company of Virginia.....	\$ 15,848 70	
Atlantic Coast Line Railroad Company.....	710,213 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	6,758 40	
Fluvanna and James River Valley Telephone Company.....	1,589 00	
Henrico and Chesterfield Railway Company.....	10,000 00	
Manchester Light, Heat and Power Company.....	160 00	
Norfolk and Western Railway Company.....	1,500 00	
Petersburg Aqueduct Company.....	1,140 00	
Petersburg Telephone Company.....	3,282 50	
Postal Telegraph Cable Company.....	3,357 50	
Richmond, Fredericksburg and Potomac Railroad Company.....	482 00	
Seaboard Air Line Railway.....	457,796 00	
Southern Express Company.....	19 00	
Southern Railway Company.....	287,840 00	
Southside Water and Sewerage Corporation.....	5,716 00	
Tidewater and Western Railroad Company.....	139,240 00	
Virginia Railway and Power Company.....	345,666 00	
Western Union Telegraph Company.....	17,557 10	
	<hr/>	2,008,165 20
Chincoteague, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 1,327 56	
	<hr/>	1,327 56
Christiansburg, town of:		
Appalachian Power Company.....	\$ 7,472 00	
Southern Express Company.....	222 00	
Virginia and Tennessee Telephone Company.....	4,278 50	
Western Union Telegraph Company.....	115 65	
	<hr/>	12,088 15

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Clairmont, town of:		
Atlantic and Danville Railway Company, The.....	\$ 14,815 00	
Harrison Telephone Company, The.....	616 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	156 60	
	<hr/>	\$ 15,592 60
Clarke county:		
American Union Telephone Company of Virginia, Inc.....	\$ 467 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	4,902 72	
Norfolk and Western Railway Company.....	256,505 00	
Northern Virginia Power Company.....	4,140 00	
Snickersville Telephone Company.....	540 00	
Southern Express Company.....	2 00	
United Frederick and Clarke Telephone Company.....	504 00	
United States Express Company.....	6 00	
Western Union Telegraph Company.....	2,045 15	
Winchester and Potomac Railroad Company.....	47,632 00	
	<hr/>	316,743 87
Clarksville, town of:		
Atlantic and Danville Railway Company, The.....	\$ 8,275 00	
Home Telephone and Telegraph Company.....	643 00	
Richmond and Mecklenburg Railroad Company.....	52,970 00	
Southern Express Company.....	33 00	
Southern Railway Company.....	5,400 00	
Western Union Telegraph Company.....	212 85	
	<hr/>	67,533 85
Cleveland, town of:		
Norfolk and Western Railway Company.....	\$ 11,430 00	
	<hr/>	11,430 00
Clifton, town of:		
Southern Railway Company.....	\$ 17,200 00	
	<hr/>	17,200 00
Clifton Forge, city of:		
Adams Express Company.....	\$ 4,950 00	
American Telephone and Telegraph Company of Virginia.....	603 00	
Chesapeake and Ohio Railway Company, The.....	429,494 00	
Clifton Forge Light and Water Company.....	47,055 00	
Clifton Forge Mutual Telephone Company.....	5,714 00	
Virginia-Western Power Company.....	63,428 00	
Western Union Telegraph Company.....	711 80	
	<hr/>	551,955 80
Clinchport, town of:		
Southern Express Company.....	\$ 5 00	
Virginia and Southwestern Railway Company.....	6,410 00	
Western Union Telegraph Company.....	49 65	
	<hr/>	6,464 65
Clover, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 40 00	
Southern Express Company.....	10 00	
Southern Railway Company.....	14,545 00	
Western Union Telegraph Company.....	177 50	
	<hr/>	14,772 50
Coeburn, town of:		
Norfolk and Western Railway Company.....	\$ 15,754 00	
Southern Express Company.....	45 00	
Virginia and Tennessee Telephone Company.....	1,221 60	
Western Union Telegraph Company.....	157 70	
	<hr/>	17,178 30
Colonial Beach, town of:		
Colonial Beach Company.....	\$ 15,000 00	
Potomac and Rappahannock Telephone Company.....	244 00	
	<hr/>	15,244 00
Columbia, town of:		
Adams Express Company.....	\$ 15 00	
Chesapeake and Ohio Railway Company, The.....	16,087 00	
Western Union Telegraph Company.....	58 00	
	<hr/>	16,160 00
Courtland, town of:		
Atlantic and Danville Railway Company, The.....	\$ 9,360 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	34 50	
Southern Express Company.....	15 00	
Western Union Telegraph Company.....	91 95	
	<hr/>	9,501 45

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Covington, town of:		
Adams Express Company.....	\$ 500 00	
American Telephone and Telegraph Company of Virginia.....	2,168 10	
Chesapeake and Ohio Railway Company, The.....	46,477 00	
Clifton Forge Mutual Telephone Company.....	2,637 50	
Virginia-Western Power Company.....	9,274 00	
Western Union Telegraph Company.....	347 05	
	<hr/>	\$ 61,403 65
Craig county:		
Chesapeake and Ohio Railway Company, The.....	\$ 65,152 00	
Chesapeake and Potomac Telephone Company of Virginia, The...	613 30	
Craig Telephone Company.....	1,627 50	
Norfolk and Western Railway Company.....	27,804 00	
	<hr/>	95,196 80
Crewe, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 344 65	
Crewe Electric Plant.....	5,506 00	
Southern Express Company.....	64 00	
	<hr/>	5,914 65
Culpeper county:		
American Telephone and Telegraph Company of Virginia.....	\$ 7,793 55	
Chesapeake and Potomac Telephone Company of Virginia, The....	240 94	
Culpeper Telephone Company, The.....	6,920 00	
Fredericksburg Power Company, Inc.....	5,382 00	
Postal Telegraph Cable Company.....	3,264 00	
Southern Express Company.....	62 00	
Southern Railway Company.....	661,675 00	
Western Union Telegraph Company.....	9,689 22	
	<hr/>	695,026 71
Culpeper, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 529 35	
Culpeper Telephone Company, The.....	2,540 00	
Postal Telegraph Cable Company.....	195 00	
Southern Express Company.....	261 00	
Southern Railway Company.....	34,350 00	
Western Union Telegraph Company.....	440 50	
	<hr/>	38,315 85
Cumberland county:		
Fluvanna and James River Valley Telephone Company.....	\$ 2,470 00	
Norfolk and Western Railway Company.....	91,655 00	
Southern Express Company.....	3 00	
Southside Telephone Company.....	180 00	
Tidewater and Western Railroad Company.....	52,462 00	
Virginia Central Telephone Company.....	150 00	
Western Union Telegraph Company.....	514 00	
	<hr/>	147,434 00
Damascus, town of:		
Damascus Light and Power Company.....	\$ 5,943 00	
Damascus Telephone Association.....	430 00	
Laurel Railway Company.....	10,327 00	
Virginia-Carolina Railway Company.....	9,470 00	
	<hr/>	26,170 00
Danville, city of:		
American Telephone and Telegraph Company of Virginia.....	\$ 1,242 90	
Atlantic and Danville Railway Company, The.....	17,110 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	36,480 79	
Danville Traction and Power Company.....	144,588 00	
Danville and Western Railway Company.....	79,894 00	
Postal Telegraph Cable Company.....	738 00	
Southern Express Company.....	5,561 00	
Southern Railway Company.....	129,543 00	
Western Union Telegraph Company.....	1,357 98	
	<hr/>	416,515 67
Dayton, town of:		
Adams Express Company.....	\$ 8 00	
Chesapeake and Western Railroad Company.....	2,800 00	
Harrisonburg Mutual Telephone Company.....	117 00	
North River Electric Company, The.....	390 00	
	<hr/>	3,315 00
Dendron, town of:		
Home Telephone Company.....	\$ 360 00	
Surry, Sussex and Southampton Railway Company.....	55,880 00	
	<hr/>	56,240 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Dickenson county:		
Carolina, Clinchfield and Ohio Railway.....	\$ 9,550 00	
Honaker Lumber Company, Inc.....	1,000 00	
Virginia and Tennessee Telephone Company.....	360 00	
	<u>\$</u>	10,910 00
Dillwyn, town of:		
Virginia Central Telephone Company.....	\$ 142 00	
	<u>\$</u>	142 00
Dinwiddie county:		
American Telephone and Telegraph Company of Virginia.....	\$ 13,180 50	
Atlantic Coast Line Railroad Company.....	289,753 00	
Brill, Geo. W., Lumber Company, Inc.....	26,830 00	
Dinwiddie Telephone Company.....	7,673 00	
Greensville and Dinwiddie Railway Company.....	27,000 00	
Norfolk and Western Railway Company.....	691,074 00	
Petersburg Telephone Company.....	2,123 80	
Postal Telegraph Cable Company.....	2,935 50	
Seaboard Air Line Railway.....	555,422 00	
Southern Express Company.....	41 00	
Sussex and Southside Telephone and Telegraph Company.....	123 00	
Tri-County Telephone Company.....	406 00	
Upper Appomattox Company.....	25,000 00	
Virginia Railway and Power Company.....	52,470 00	
Western Union Telegraph Company.....	9,044 43	
Wilson Saw Mill Company, Inc.....	1,600 00	
	<u>\$</u>	1,705,276 23
Drakes Branch, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 87 00	
Southern Express Company.....	23 00	
Southern Railway Company.....	32,425 00	
Western Union Telegraph Company.....	202 65	
	<u>\$</u>	32,737 65
Dry Fork, town of:		
Southern Express Company.....	\$ 18 00	
Southern Railway Company.....	41,435 00	
Western Union Telegraph Company.....	1,287 65	
	<u>\$</u>	42,740 65
Dublin, town of:		
Appalachian Power Company.....	\$ 1,927 00	
Norfolk and Western Railway Company.....	21,001 00	
Southern Express Company.....	18 00	
Virginia and Tennessee Telephone Company.....	920 00	
Western Union Telegraph Company.....	176 40	
	<u>\$</u>	24,042 40
Duffield, town of:		
Southern Express Company.....	\$ 5 00	
	<u>\$</u>	5 00
Dumfries, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 458 05	
	<u>\$</u>	458 05
East Lexington, town of:		
Valley Railroad Company of Virginia.....	\$ 1,185 00	
	<u>\$</u>	1,185 00
East Stone Gap, town of:		
Southern Express Company.....	\$ 5 00	
Virginia and Southwestern Railway Company.....	23,125 00	
Western Union Telegraph Company.....	170 00	
	<u>\$</u>	23,300 00
Eastville, town of:		
Adams Express Company.....	\$ 26 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,115 21	
	<u>\$</u>	1,141 21
Edinburg, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 115 70	
Southern Express Company.....	53 00	
Southern Railway Company.....	14,920 00	
Western Union Telegraph Company.....	88 90	
	<u>\$</u>	15,177 60
Elkton, town of:		
Chesapeake and Western Railroad Company.....	\$ 1,550 00	
Harrisonburg Mutual Telephone Company.....	117 00	
Norfolk and Western Railway Company.....	27,429 00	
Southern Express Company.....	61 00	
	<u>\$</u>	29,157 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Elizabeth county:

Adams Express Company.....	\$	530 00	
Chesapeake and Ohio Railway Company, The.....		121,115 00	
Chesapeake and Potomac Telephone Company of Virginia, The....		9,666 44	
Hampton, Phoebus and Fort Monroe Gas Corporation.....		36,376 00	
Hampton Roads Traction Company.....		129,260 00	
Newport News Gas Company.....		13,463 00	
Newport News Light and Water Company.....		56,914 00	
Newport News and Old Point Railway and Electric Company.....		283,502 00	
Postal Telegraph Cable Company.....		104 40	
United States Express Company.....		495 00	
Western Union Telegraph Company.....		465 90	
			\$ 651,891 74

Emporia, town of:

American Telephone and Telegraph Company of Virginia.....	\$	570 50	
Atlantic Coast Line Railroad Company.....		33,671 00	
Atlantic and Danville Railway Company, The.....		19,460 00	
Home Telephone and Telegraph Company.....		2,510 00	
Postal Telegraph Cable Company.....		450 00	
Southern Express Company.....		267 00	
Western Union Telegraph Company.....		531 75	
			\$ 57,460 25

Essex county:

Adams Express Company.....	\$	11 00	
Maryland, Delaware and Virginia Railroad Company.....		1,000 00	
Northern Neck Telegraph and Telephone Company.....		8 75	
Tappahannock and Indian Neck Telephone Company.....		248 00	
Tidewater Telephone Company, The.....		3,073 00	
			\$ 4,340 75

Fairfax county:

Adams Express Company.....	\$	10 00	
Alexandria County Lighting Company.....		3,134 00	
Alexandria Water Company.....		92,723 00	
American Telephone and Telegraph Company of Virginia.....		17,479 15	
Capital City Telephone Company.....		2,565 00	
Chesapeake and Potomac Telephone Company.....		17 00	
Chesapeake and Potomac Telephone Company of Virginia.....		4,069 78	
Falls Church Telephone and Telegraph Company.....		5,184 50	
Great Falls Power Company.....		39,142 00	
Lorton Telephone Company, Inc.....		3,661 00	
Occoquan Company.....		1,435 00	
Postal Telegraph Cable Company.....		12,110 00	
Potomac Power Company.....		6,000 00	
Southern Express Company.....		35 00	
Southern Railway Company.....		629,295 00	
Washington and Old Dominion Railway.....		246,027 00	
Washington Southern Railway Company.....		571,391 00	
Washington Utilities Company.....		93,628 00	
Western Union Telegraph Company.....		18,376 07	
			\$ 1,746,282 50

Fairfax, town of:

Falls Church Telephone and Telegraph Company.....	\$	427 00	
Southern Express Company.....		12 00	
Washington Utilities Company.....		9,465 00	
			\$ 9,904 00

Falls Church, town of:

Arlington Electric Company, The.....	\$	452 00	
Falls Church Telephone and Telegraph Company.....		2,036 25	
Southern Express Company.....		9 00	
Washington and Old Dominion Railway.....		23,611 00	
Washington Utilities Company.....		14,556 00	
Western Union Telegraph Company.....		202 85	
			\$ 40,867 10

Farmville, town of:

American Telephone and Telegraph Company of Virginia.....	\$	433 60	
Farmville Telephone Company, The.....		2,750 00	
Norfolk and Western Railway Company.....		32,751 00	
Southern Express Company.....		349 00	
Tidewater and Western Railroad Company.....		504 00	
Western Union Telegraph Company.....		90 60	
			\$ 36,878 20

Fauquier county:

American Telephone and Telegraph Company of Virginia.....	\$	5,271 60	
Bull Run Telephone Company, Inc., The.....		205 00	
Cedar Run Mutual Telephone Company, The.....		1,264 00	
Chesapeake and Potomac Telephone Company of Virginia, The....		8,335 28	
Delaplane and Upperville Telephone Company.....		666 00	

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Fauquier county—Continued:		
Fauquier Mutual Telephone Corporation.....	\$ 594 00	
Fredericksburg Power Company, Inc.....	6,199 00	
Hartwood and Fredericksburg Telephone Company, The.....	77 00	
Lois Mutual Telephone Company, The.....	515 00	
Morven Telephone Company, The.....	979 00	
New Baltimore Telephone Company, The.....	220 00	
Nokesville, Greenwich and Buckland Telephone Company, The....	30 00	
Piedmont Telephone Company.....	605 00	
Postal Telegraph Cable Company.....	2,100 00	
Prince William and Loudoun Telegraph and Telephone Company..	75 00	
Southern Express Company.....	185 00	
Southern Railway Company.....	907,910 00	
Western Union Telegraph Company.....	8,392 06	
	<hr/>	\$ 943,622 94
Fincastle, town of:		
Roanoke and Botetourt Telephone Company.....	\$ 171 00	
	<hr/>	171 00
Floyd county:		
Ballard Telephone Company, Inc.....	\$ 958 00	
Floyd Electric Power Corporation.....	710 00	
Floyd-Montgomery Telephone Company.....	3,308 00	
Floyd Telephone Company.....	5,551 00	
Laurel Fork Telephone Company.....	135 00	
Little River Mutual Telephone Corporation.....	315 00	
West Fork Telephone Company.....	6,154 75	
	<hr/>	17,131 75
Fluvanna county:		
Adams Express Company.....	\$ 54 00	
Chesapeake and Ohio Railway Company, The.....	891,444 00	
Palmyra Telephone Company, The.....	1,832 00	
Scottsville Telephone Company.....	230 00	
Western Union Telegraph Company.....	718 30	
	<hr/>	894,278 30
Franklin county:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 212 36	
Franklin County Telephone Company.....	4,740 00	
Franklin and Pittsylvania Railroad Company.....	70,680 00	
Henry County Telephone Company.....	123 00	
Mutual Telephone Company of Franklin and Roanoke Counties, The.....	3,444 00	
Mutual Telephone Company of Henry, Franklin and Pittsylvania Counties, The.....	1,983 00	
Norfolk and Western Railway Company.....	363,254 00	
Southern Express Company.....	37 00	
Virginia Ore and Lumber Company, Inc.....	12,041 00	
Western Union Telegraph Company.....	2,117 30	
	<hr/>	458,631 66
Franklin, town of:		
Albemarle Steam Navigation Company.....	\$ 26,000 00	
Atlantic and Danville Railway Company, The.....	4,445 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	112 00	
Greensville and Dinwiddie Railway Company.....	13,525 00	
Seaboard Air Line Railway.....	20,944 00	
Southern Express Company.....	92 00	
Western Union Telegraph Company.....	389 85	
	<hr/>	65,507 85
Frederick county:		
American Union Telephone Company of Virginia, Inc.....	\$ 1,728 00	
Chesapeake and Potomac Telephone Company.....	770 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	5,339 96	
Cumberland Valley and Martinsburg Railroad Company.....	125,635 00	
Farmers Mutual Telephone System of Shenandoah County.....	1,083 00	
Frederick Telephone Company.....	1,096 00	
North Frederick Telephone Company, The.....	844 00	
Northern Virginia Power Company.....	1,585 00	
Opequon Telephone Company.....	1,140 00	
Romney Consolidated Telephone Company, Inc.....	1,236 00	
Royal Telephone Company.....	45 00	
Shawnee Telephone Company.....	214 00	
United Frederick and Clarke Telephone Company.....	313 00	
United States Express Company.....	60 00	
Western Union Telegraph Company.....	1,204 30	
White Hall Telephone Company.....	560 00	
Winchester and Potomac Railroad Company.....	117,467 00	
Winchester and Strasburg Railroad Company.....	219,352 00	
	<hr/>	479,672 26

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Fredericksburg, city of:		
Adams Express Company.....	\$ 475 00	
American Telephone and Telegraph Company of Virginia.....	156 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	8,298 25	
Electric Generating Company.....	37,750 00	
Fredericksburg Aqueduct Company.....	2,000 00	
Fredericksburg Electric Company.....	11,964 00	
Fredericksburg Power Company, Inc.....	21,533 00	
Maryland, Delaware and Virginia Railway Company.....	3,000 00	
Postal Telegraph Cable Company.....	325 00	
Potomac, Fredericksburg and Piedmont Railroad Company.....	29,985 00	
Rappahannock Electric Light and Power Company, The.....	4,760 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	52,932 00	
Western Union Telegraph Company.....	257 30	
	<hr/>	\$ 173,435 55
Fries, town of:		
Norfolk and Western Railway Company.....	\$ 4,650 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	76 35	
	<hr/>	4,731 35
Front Royal, town of:		
Independent Mutual Telephone Company.....	\$ 36 00	
Royal Telephone Company.....	862 00	
Southern Express Company.....	101 00	
Southern Railway Company.....	8,385 00	
Western Union Telegraph Company.....	66 95	
	<hr/>	9,450 95
Galax, town of:		
Appalachian Power Company.....	\$ 3,768 00	
Norfolk and Western Railway Company.....	4,260 00	
Southern Express Company.....	10 00	
Western Union Telegraph Company.....	93 80	
	<hr/>	8,131 80
Gate City, town of:		
Estillville Water Company.....	\$ 821 00	
Gate City Telephone Company, The.....	460 00	
Southern Express Company.....	56 00	
Virginia and Southwestern Railway Company.....	7,900 00	
Western Union Telegraph Company.....	76 75	
	<hr/>	9,313 75
Giles county:		
Adams Express Company.....	\$ 16 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	3,345 50	
Dominion Power Company.....	1,850 00	
Giles County Mutual Telephone Company, The.....	785 00	
New River, Holston and Western Railroad Company.....	50,235 00	
Norfolk and Western Railway Company.....	826,292 00	
Southern Express Company.....	28 00	
Spruce Run Mutual Telephone Company.....	408 00	
Virginian Railway Company, The.....	482,784 00	
Western Union Telegraph Company.....	3,852 83	
	<hr/>	1,369,596 33
Ginter Park, town of:		
Chesapeake and Potomac Telephone Company of Virginia.....	\$ 1,723 60	
Richmond and Chesapeake Bay Railway Company.....	20,176 00	
Virginia Railway and Power Company.....	16,601 00	
	<hr/>	38,500 60
Glade Spring, town of:		
Bristol Telephone Company, The.....	\$ 347 00	
Norfolk and Western Railway Company.....	23,532 00	
Southern Express Company.....	46 00	
Western Union Telegraph Company.....	153 35	
	<hr/>	24,078 35
Gladeville, town of:		
Virginia and Kentucky Railway Company.....	\$ 4,390 00	
	<hr/>	4,390 00
Glasgow, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 341 85	
Chesapeake and Ohio Railway Company, The.....	34,800 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	60 00	
Norfolk and Western Railway Company.....	28,243 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	388 30	
	<hr/>	63,838 15

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Gloucester county:		
Baltimore, Chesapeake and Atlantic Railway Company.....	\$ 500 00	
Chesapeake Western Railway.....	2,000 00	
Tidewater Telephone Company, The.....	7,395 00	
	<hr/>	\$ 9,895 00
Goochland county:		
Adams Express Company.....	\$ 53 00	
Chesapeake and Ohio Railway Company, The.....	886,293 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	59 00	
Dover Telephone Company.....	735 00	
Fluvanna and James River Valley Telephone Company.....	1,065 00	
Goochland Telephone Company.....	324 00	
Tuckahoe and James River Railroad Company, The.....	8,000 00	
Western Union Telegraph Company.....	1,401 85	
	<hr/>	897,930 85
Gordonsville, town of:		
Adams Express Company.....	\$ 900 00	
Chesapeake and Ohio Railway Company, The.....	25,566 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	719 96	
Western Union Telegraph Company.....	154 05	
	<hr/>	27,340 01
Goshen, town of:		
Adams Express Company.....	\$ 25 00	
Chesapeake and Ohio Railway Company, The.....	11,064 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	25 00	
	<hr/>	11,114 00
Graham, town of:		
Appalachian Power Company.....	\$ 8,800 00	
Bluefield Telephone Company.....	785 64	
Norfolk and Western Railway Company.....	99,374 00	
Southern Express Company.....	132 00	
Western Union Telegraph Company.....	450 60	
	<hr/>	109,542 24
Grayson county:		
Appalachian Power Company.....	\$ 3,025 00	
Grant Telephone Company, The.....	555 00	
Norfolk and Western Railway Company.....	2,290 00	
Virginia Southern Railroad Company.....	37,833 00	
Western Union Telegraph Company.....	109 00	
	<hr/>	43,812 00
Greene county:		
Greene County Mutual Telephone Company, The.....	\$ 2,187 00	
	<hr/>	2,187 00
Greensville county:		
Adams Express Company.....	\$ 2 00	
American Telephone and Telegraph Company of Virginia.....	5,412 65	
Atlantic Coast Line Railroad Company.....	310,050 00	
Atlantic and Danville Railway Company, The.....	137,155 00	
Emporia-Hydro Electric Power Corporation, The.....	72,972 00	
Home Telephone and Telegraph Company.....	155 00	
Meherrin Valley Telephone Company, The.....	553 00	
Nottoway-Hydro Electric Company.....	3,255 00	
Postal Telegraph Cable Company.....	3,230 00	
Seaboard Air Line Railway.....	21 00	
Southern Express Company.....	2 00	
Virginian Railway Company, The.....	173,621 00	
Western Union Telegraph Company.....	3,689 41	
	<hr/>	710,118 06
Greenville, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 95 00	
	<hr/>	95 00
Gretna, town of:		
Elba Telephone Company.....	\$ 123 00	
Franklin and Pittsylvania Railroad Company.....	1,750 00	
Renan Telephone Company.....	23 50	
Southern Railway Company.....	25,240 00	
	<hr/>	27,136 50
Grottoes, town of:		
Norfolk and Western Railway Company.....	\$ 15,123 00	
Southern Express Company.....	22 00	
	<hr/>	15,145 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Halifax county:		
Aarons Creek Telephone Company.....	\$ 72 00	
Atlantic and Danville Railway Company, The.....	208,790 00	
Banister Telephone Company, Inc.....	936 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	5,190 50	
Dan River Telephone Company.....	2,169 90	
Leda Telephone Company.....	2,408 00	
Norfolk and Western Railway Company.....	376,427 00	
Renan Telephone Company.....	134 25	
South Boston Electric Light and Power Company.....	27,265 00	
Southern Express Company.....	22 00	
Southern Railway Company.....	551,045 00	
Staunton River Telephone Company.....	2,522 00	
Virginia-North Carolina Telephone Company.....	495 00	
West Halifax Telephone Company.....	950 00	
Western Union Telegraph Company.....	10,370 75	
	<hr/>	\$ 1,188,797 40
Hamilton, town of:		
Southern Express Company.....	\$ 31 00	
	<hr/>	31 00
Hampton, city of:		
Adams Express Company.....	\$ 235 00	
Chesapeake and Ohio Railway Company, The.....	10,882 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	14,720 74	
Hampton, Phoebus and Fort Monroe Gas Corporation.....	23,743 00	
Hampton Roads Traction Company.....	8,740 00	
Newport News and Old Point Railway and Electric Company....	197,469 00	
Newport News Light and Water Company.....	25,140 00	
Old Dominion Steamship Company.....	10,000 00	
Postal Telegraph Cable Company.....	40 00	
Western Union Telegraph Company.....	133 10	
	<hr/>	291,102 84
Hanover county:		
Adams Express Company.....	\$ 92 00	
American Telephone and Telegraph Company of Virginia.....	5,651 65	
Campbell Terrell Telephone Company.....	590 00	
Chesapeake and Ohio Railway Company, The.....	753,209 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,860 10	
Citizens Mutual Telephone Company of Louisa.....	145 00	
Farmers Union Telephone Company, The.....	235 00	
Hanover Telephone Company.....	2,556 00	
Merchants and Farmers Telephone Company.....	3,935 00	
New Kent Telephone and Telegraph Company.....	606 00	
Postal Telegraph Cable Company.....	3,888 00	
Richmond and Aylett Telephone Company.....	432 00	
Richmond and Chesapeake Bay Railway Company.....	79,920 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	372,951 00	
Richmond and Rappahannock River Railway Company.....	12,870 00	
Western Union Telegraph Company.....	10,200 10	
	<hr/>	1,249,140 85
Harrisonburg, town of:		
Adams Express Company.....	\$ 215 00	
Chesapeake Western Railway.....	18,300 00	
Chesapeake and Western Railroad Company.....	13,100 00	
Harrisonburg Mutual Telephone Company.....	6,450 00	
Southern Express Company.....	170 00	
Southern Railway Company.....	11,015 00	
United States Express Company.....	230 00	
Valley Railroad Company of Virginia.....	29,925 00	
Western Union Telegraph Company.....	439 55	
	<hr/>	79,844 55
Haymarket, town of:		
Southern Express Company.....	\$ 16 00	
	<hr/>	16 00
Henrico county:		
Adams Express Company.....	\$ 22 00	
American Telephone and Telegraph Company of Virginia.....	6,883 35	
Chesapeake and Ohio Railway Company, The.....	884,369 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	21,611 97	
Dover Telephone Company.....	63 00	
Henrico and Charles City Telephone and Telegraph Company....	2,067 00	
Henrico County Gas Company.....	57,355 00	
Postal Telegraph Cable Company.....	2,352 00	
Richmond and Chesapeake Bay Railway Company.....	133,701 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	521,521 00	
Richmond and Rappahannock River Railway Company.....	34,155 00	
Seaboard Air Line Railway.....	73,914 00	

**TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.**

Henrico county—Continued:		
Southern Railway Company.....	\$ 96,080 00	
Tuckahoe and James River Railroad Company, The.....	36,800 00	
Virginia Railway and Power Company.....	109,092 00	
Western Union Telegraph Company.....	7,127 50	
Westhampton Sewer and Water Company, Inc.....	1,500 00	
	<hr/>	\$ 1,988,613 82
Henry county:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 910 00	
Danville and Western Railway Company.....	239,423 00	
Henry County Telephone Company.....	4,417 00	
Mutual Telephone Company of Henry, Franklin and Pittsylvania Counties, The.....	573 00	
Norfolk and Western Railway Company.....	358,990 00	
Southeastern Telephone Company.....	353 00	
Southern Express Company.....	47 00	
Virginia Ore and Lumber Company, Inc.....	4,602 00	
Western Union Telegraph Company.....	7,482 45	
	<hr/>	616,799 45
Herndon, town of:		
Falls Church Telephone and Telegraph Company.....	\$ 647 00	
Southern Express Company.....	5 00	
Washington and Old Dominion Railway.....	29,473 00	
Western Union Telegraph Company.....	224 95	
	<hr/>	30,349 95
Highland county:		
Bath County Telephone Company, The.....	\$ 534 00	
Highland Mutual Telephone Company, The.....	3,405 00	
Ronceverte and Elkins Telephone Company.....	1,750 00	
	<hr/>	5,689 00
Highland Park, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 7,729 86	
Virginia Railway and Power Company.....	24,685 00	
	<hr/>	32,414 86
Hillsboro, town of:		
Leesburg Telephone Company.....	\$ 81 50	
	<hr/>	81 50
Holland, town of:		
Atlantic and Danville Railway Company, The.....	\$ 3,550 00	
Southern Express Company.....	10 00	
Western Union Telegraph Company.....	53 00	
	<hr/>	3,613 00
Honaker, town of:		
Norfolk and Western Railway Company.....	\$ 41,446 00	
Southern Express Company.....	33 00	
	<hr/>	41,479 00
Houston, town of:		
Norfolk and Western Railway Company.....	\$ 5,400 00	
Southern Express Company.....	5 00	
West Halifax Telephone Company.....	315 00	
Western Union Telegraph Company.....	68 75	
	<hr/>	5,788 75
Iron Gate, town of:		
Adams Express Company.....	\$ 18 00	
American Telephone and Telegraph Company of Virginia.....	235 85	
Chesapeake and Ohio Railway Company, The.....	30,440 00	
Western Union Telegraph Company.....	127 13	
	<hr/>	30,821 00
Isle of Wight county:		
Adams Express Company.....	\$ 10 00	
American Telephone and Telegraph Company of Virginia.....	4,371 00	
Atlantic and Danville Railway Company, The.....	35,330 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	600 30	
Home Telephone Company.....	3,466 00	
Norfolk and Western Railway Company.....	176,399 00	
Portsmouth Suburban Water Company.....	1,800 00	
Postal Telegraph Cable Company.....	925 00	
Seaboard Air Line Railway.....	166,562 00	
Smithfield Water Company, The.....	11,548 00	
Southern Express Company.....	19 00	
Virginian Railway Company, The.....	123,799 00	
Western Union Telegraph Company.....	3,359 62	
	<hr/>	528,188 92
Ivor, town of:		
Norfolk and Western Railway Company.....	\$ 32,046 00	
	<hr/>	32,046 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

James City county:		
Adams Express Company.....	\$ 47 00	
Chesapeake and Ohio Railway Company, The.....	494,466 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,539 00	
Newport News Light and Water Company.....	891 00	
Peninsula Water Company.....	5,717 00	
Western Union Telegraph Company.....	328 55	
	<hr/>	\$ 502,988 55
Jonesville, town of:		
Virginia and Tennessee Telephone Company.....	\$ 742 00	
	<hr/>	742 00
Kenbridge, town of:		
Adams Express Company.....	\$ 18 00	
Virginian Railway Company, The.....	5,881 00	
	<hr/>	5,899 00
Keysville, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 87 00	
Home Telephone and Telegraph Company.....	5 00	
Richmond and Mecklenburg Railroad Company.....	5,850 00	
Southern Express Company.....	58 00	
Southern Railway Company.....	22,805 00	
Western Union Telegraph Company.....	412 05	
	<hr/>	29,217 05
King George county:		
Adams Express Company.....	\$ 2 00	
Harrison Telephone Company, The.....	77 00	
Maryland, Delaware and Virginia Railway Company.....	1,000 00	
Northern Neck Telegraph and Telephone Company.....	1,425 00	
Potomac and Rappahannock Telephone Company.....	441 00	
	<hr/>	2,945 00
King and Queen county:		
Caroline County Telephone Company, Inc.....	\$ 126 00	
King and Queen and West Point Telephone Company, Inc.....	899 00	
Tappahannock and Indian Neck Telephone Company.....	246 00	
Tidewater Telephone Company, The.....	1,124 00	
Virginia Steamship Company.....	5,750 00	
	<hr/>	8,145 00
King William county:		
Campbell Terrell Telephone Company.....	\$ 195 00	
Caroline County Telephone Company, Inc.....	30 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	868 00	
Farmers Union Telephone Company, The.....	325 00	
King and Queen and West Point Telephone Company, Inc.....	30 00	
Richmond and Aylett Telephone Company.....	1,080 00	
Southern Express Company.....	6 00	
Southern Railway Company.....	120,880 00	
Tappahannock and Indian Neck Telephone Company.....	219 00	
Virginia Steamship Company.....	5,750 00	
Western Union Telegraph Company.....	118 45	
	<hr/>	129,501 45
Lancaster county:		
Adams Express Company.....	\$ 47 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	100 00	
Maryland, Delaware and Virginia Railway Company.....	500 00	
Northern Neck Telegraph and Telephone Company.....	1,484 50	
	<hr/>	2,131 50
Lawrenceville, town of:		
Atlantic and Danville Railway Company, The.....	\$ 62,137 00	
Brunswick Mutual Telephone Company, Inc.....	6,196 50	
Southern Express Company.....	75 00	
Western Union Telegraph Company.....	96 70	
	<hr/>	68,505 20
Lee county:		
Adams Express Company.....	\$ 86 00	
East Tennessee Telephone Company.....	563 00	
Electric Transmission Company.....	7,500 00	
Louisville and Nashville Railroad Company.....	1,096,704 00	
Pennington Gap Telephone Company.....	852 00	
Southern Express Company.....	21 00	
Virginia and Southwestern Railway Company.....	190,520 00	
Virginia and Tennessee Telephone Company.....	4,319 00	
Western Union Telegraph Company.....	4,235 54	
	<hr/>	1,304,800 54

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Leesburg, town of:		
Leesburg Electric Company.....	\$ 5,322 00	
Leesburg Telephone Company.....	1,137 00	
Prince William and Loudoun Telegraph and Telephone Company..	15 00	
Southern Express Company.....	194 00	
Washington and Old Dominion Railway.....	11,278 00	
Western Union Telegraph Company.....	65 05	
	<hr/>	\$ 18,011 05
Lexington, town of:		
Adams Express Company.....	\$ 200 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	80 00	
Lexington Mutual Telephone Company.....	3,320 00	
United States Express Company.....	367 00	
Valley Railroad Company of Virginia.....	20,909 00	
Virginia-Western Power Company.....	3,679 00	
Western Union Telegraph Company.....	105 50	
	<hr/>	28,660 50
Loudoun county:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 38 42	
Falls Church Telephone and Telegraph Company.....	890 00	
Leesburg Electric Company.....	8,537 00	
Leesburg Telephone Company.....	2,679 00	
Piedmont Telephone Company.....	384 00	
Prince William and Loudoun Telegraph and Telephone Company..	1,346 00	
Snickersville Telephone Company.....	4,812 00	
Southern Express Company.....	64 00	
Washington and Old Dominion Railway.....	284,967 00	
Western Union Telegraph Company.....	360 00	
	<hr/>	304,077 42
Louisa county:		
Adams Express Company.....	\$ 74 00	
Chesapeake and Ohio Railway Company, The.....	813,099 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	3,575 00	
Citizens Mutual Telephone Company of Louisa.....	800 00	
Fredericks Hall Telephone Company.....	620 00	
Sulphur Mining and Railroad Company.....	18,750 00	
West Green Springs Telephone Company.....	420 00	
Western Union Telegraph Company.....	2,535 75	
	<hr/>	839,873 75
Louisa, town of:		
Adams Express Company.....	\$ 8 00	
Chesapeake and Ohio Railway Company, The.....	13,800 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,081 39	
Western Union Telegraph Company.....	111 55	
	<hr/>	15,000 94
Lovettsville, town of:		
Leesburg Telephone Company.....	\$ 153 50	
	<hr/>	153 50
Lunenburg county:		
Adams Express Company.....	\$ 26 00	
Chesapeake and Ohio Telephone Company of Virginia, The.....	330 00	
Home Telephone and Telegraph Company.....	206 50	
Lunenburg Telephone Company, Inc.....	2,278 00	
Norfolk and Western Railway Company.....	7,600 00	
Ontario Telephone Company, The.....	157 50	
Richmond and Mecklenburg Railroad Company.....	25,340 00	
Southern Express Company.....	6 00	
Southern Railway Company.....	59,530 00	
Virginian Railway Company, The.....	394,391 00	
Western Union Telegraph Company.....	1,002 51	
	<hr/>	490,867 51
Luray, town of:		
Norfolk and Western Railway Company.....	\$ 20,648 00	
Page County Farmers Mutual Telephone Company.....	940 00	
Shenandoah River Light and Power Corporation	3,294 00	
Southern Express Company.....	137 00	
Western Union Telegraph Company.....	103 65	
	<hr/>	25,122 65
Lynchburg, city of:		
American Telephone and Telegraph Company of Virginia.....	\$ 8,831 00	
Chesapeake and Ohio Railway Company, The.....	345,613 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	106,665 00	
Lynchburg Traction and Light Company.....	686,649 00	
Norfolk and Western Railway Company.....	266,613 00	
Postal Telegraph Cable Company.....	938 00	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Lynchburg, city of—Continued:		
Southern Express Company.....	\$ 4,795 00	
Southern Railway Company.....	274,588 00	
Western Union Telegraph Company.....	4,256 48	
	<hr/>	\$ 1,698,948 49
Madison county:		
Criglersville Mutual Telephone Company.....	\$ 350 00	
Culpeper Telephone Company, The.....	2,563 00	
Greene County Mutual Telephone Company, The.....	90 00	
Madison Telephone Company.....	809 00	
	<hr/>	3,812 00
Manassas, town of:		
Southern Express Company.....	\$ 79 00	
Southern Railway Company.....	22,515 00	
Western Union Telegraph Company.....	286 95	
	<hr/>	22,880 95
Marion, town of:		
Appalachian Power Company.....	\$ 13,712 00	
Marion and Rye Valley Railway Company.....	36,929 00	
Norfolk and Western Railway Company.....	47,924 00	
Smyth County Telephone Exchange, The.....	4,273 52	
Southern Express Company.....	144 00	
Virginia and Tennessee Telephone Company.....	410 00	
Western Union Telegraph Company.....	356 80	
	<hr/>	103,749 32
Martinsville, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 55 00	
Danville and Western Railway Company.....	14,710 00	
Norfolk and Western Railway Company.....	22,598 00	
Southern Express Company.....	201 00	
Western Union Telegraph Company.....	154 85	
	<hr/>	37,718 85
Mathews county:		
Adams Express Company.....	\$ 36 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	1,700 00	
Tidewater Telephone Company, The.....	2,989 00	
	<hr/>	4,725 00
Mecklenburg county:		
Aarons Creek Telephone Company.....	\$ 386 00	
Atlantic and Danville Railway Company, The.....	386,515 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	500 00	
Eagle Point Power Company.....	500 00	
Farmers and Merchants Telephone Company.....	418 00	
Home Telephone and Telegraph Company.....	1,817 00	
Richmond and Mecklenburg Railroad Company.....	169,955 00	
Seaboard Air Line Railway.....	372,090 00	
South Hill Telephone Company.....	300 00	
Southern Express Company.....	106 00	
Southern Railway Company.....	60,320 00	
Western Union Telegraph Company.....	6,507 75	
Wylliesburg Telephone Company.....	130 00	
	<hr/>	999,544 75
Middlesex county:		
Adams Express Company.....	\$ 9 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	1,200 00	
Maryland, Delaware and Virginia Railway Company.....	2,400 00	
Tidewater Telephone Company, The.....	3,410 00	
	<hr/>	7,019 00
Middletown, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 140 92	
	<hr/>	140 92
1 Milford, town of:		
Adams Express Company.....	\$ 32 00	
	<hr/>	32 00
Mineral, town of:		
Adams Express Company.....	\$ 17 00	
Chesapeake and Ohio Railway Company, The.....	17,900 00	
Western Union Telegraph Company.....	130 75	
	<hr/>	18,047 75
Montgomery county:		
Adams Express Company.....	\$ 16 00	
Appalachian Power Company.....	42,937 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	104 00	
Dominion Power Company.....	450 00	
Floyd-Montgomery Telephone Company.....	1,174 00	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Montgomery county—Continued:		
Floyd Telephone Company.....	\$ 527 00	
Little River Mutual Telephone Corporation.....	1,055 00	
Norfolk and Western Railway Company.....	914,453 00	
North Fork and Bradshaw Telephone Corporation.....	398 00	
North Fork Telephone Company, The.....	588 00	
Radford Water-Power Company.....	6,164 00	
Southern Express Company.....	57 00	
Virginia and Tennessee Telephone Company.....	2,753 00	
Virginian Railway Company, The.....	540,130 00	
Western Union Telegraph Company.....	6,058 70	
	<hr/>	\$ 1,517,464 70
Mount Crawford, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 75 00	
	<hr/>	75 00
Mount Jackson, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 104 70	
Southern Express Company.....	66 00	
Southern Railway Company.....	15,700 00	
Western Union Telegraph Company.....	77 30	
	<hr/>	15,948 00
Mount Sidney, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 95 00	
	<hr/>	95 00
Nansemond county:		
Adams Express Company.....	\$ 2 00	
American Telephone and Telegraph Company of Virginia.....	9,514 70	
Atlantic Coast Line Railroad Company.....	556,840 00	
Atlantic and Danville Railway Company, The.....	253,355 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	6,575 00	
Home Telephone Company.....	1,470 00	
Norfolk Southern Railroad Company.....	71,840 00	
Norfolk and Western Railway Company.....	405,146 00	
Postal Telegraph Cable Company.....	1,171 00	
Portsmouth, Berkley and Suffolk Water Company.....	167,924 00	
Portsmouth Suburban Water Company.....	250,930 00	
Seaboard Air Line Railway.....	362,112 00	
Southern Express Company.....	19 00	
Virginian Railway Company, The.....	248,455 00	
Western Union Telegraph Company.....	10,968 33	
	<hr/>	2,346,322 03
Narrows, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 41 00	
New River, Holston and Western Railroad Company.....	11,726 00	
Norfolk and Western Railway Company.....	26,707 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	139 20	
	<hr/>	38,618 20
Nelson county:		
Adams Express Company.....	\$ 45 00	
American Telephone and Telegraph Company of Virginia.....	6,950 90	
Central Telephone Company of Nelson County, Virginia.....	1,770 88	
Chesapeake and Ohio Railway Company, The.....	758,587 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	185 00	
Dickie, James Telephone Company.....	705 00	
Nelson and Albemarle Railway Company.....	24,818 00	
Postal Telegraph Cable Company.....	2,970 00	
Rockfish Telephone Company.....	1,596 00	
Southern Express Company.....	122 00	
Southern Railway Company.....	405,420 00	
Spottswood Telephone Company.....	90 00	
Virginia Central Telephone Company.....	140 00	
Western Union Telegraph Company.....	9,026 97	
	<hr/>	1,212,426 75
New Castle, town of:		
Adams Express Company.....	\$ 8 00	
	<hr/>	8 00
New Kent county:		
Adams Express Company.....	\$ 66 00	
Chesapeake and Ohio Railway Company, The.....	370,387 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	3,635 00	
New Kent Telephone and Telegraph Company.....	2,568 00	
Southern Express Company.....	4 00	
Southern Railway Company.....	108,570 00	
Western Union Telegraph Company.....	291 00	
	<hr/>	485,521 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

New Market, town of:

Chesapeake and Potomac Telephone Company of Virginia, The...	\$	91 60
Southern Express Company.....		56 00
Western Union Telegraph Company.....		19 35

166 95

Newport News, city of:

Adams Express Company.....	\$	3,110 00
Chesapeake and Ohio Railway Company, The.....		682,568 00
Chesapeake and Potomac Telephone Company of Virginia, The....		36,756 31
Citizens Railway Light and Power Company.....		145,785 00
Newport News Gas Company.....		98,781 00
Newport News Light and Water Company.....		113,886 00
Newport News and Old Point Railway and Electric Company.....		117,400 00
Postal Telegraph Cable Company.....		35 00
Western Union Telegraph Company.....		238 00

1,198,559 31

Norfolk, city of:

Adams Express Company.....	\$	3,050 00
American Telephone and Telegraph Company of Virginia.....		905 90
Atlantic Coast Line Railroad Company.....		30,600 00
Baltimore Steam Packet Company.....		181,400 00
Bennett's North Carolina Line.....		600 00
Chesapeake and Albemarle Canal Company.....		100 00
Chesapeake and Potomac Telephone Company of Virginia, The....		365,905 57
City Gas Company of Norfolk.....		360,891 00
Clyde Steamship Company.....		81,800 00
Elizabeth City and Norfolk Telegraph Company.....		18 00
Merchants and Miners Transportation Company.....		232,000 00
New York, Philadelphia and Norfolk Railroad Company.....		100,300 00
Norfolk City and Suburban Railway Company.....		3,725 00
Norfolk County Water Company.....		84,306 00
Norfolk and Ocean View Railway Company.....		68,725 00
Norfolk Railway and Light Company.....		695,335 00
Norfolk Southern Railroad Company.....		670,255 00
Norfolk Terminal Railway Company.....		323,294 00
Norfolk and Washington, D. C., Steamboat Company.....		300,000 00
Norfolk and Western Railway Company.....		1,246,424 00
Norfolk, York River and Tidewater Steamboat Company.....		4,500 00
Old Dominion Steamship Company.....		246,000 00
Peoples Navigation Company, The.....		14,000 00
Postal Telegraph Cable Company.....		2,148 00
Portsmouth, Berkley and Suffolk Water Company.....		68,408 00
Southern Express Company.....		8,349 00
Southern Railway Company.....		135,000 00
United States Express Company.....		1,700 00
Virginia Railway and Power Company.....		951,175 00
Virginian Railway Company, The.....		2,312,007 00
Virginian Terminal Railway Company, The.....		5,000 00
Western Union Telegraph Company.....		2,651 35

8,500,572 32

Norfolk county:

American Telephone and Telegraph Company of Virginia.....	\$	6,085 00
Atlantic Coast Line Railroad Company.....		357,336 00
Atlantic and Danville Railway Company, The.....		466,963 00
Bennett's North Carolina Line.....		150 00
Chesapeake and Albemarle Canal Company.....		5,200 00
Chesapeake Ferry Company.....		52,546 00
Chesapeake and Potomac Telephone Company of Virginia, The....		40,645 09
City Gas Company of Norfolk.....		10,005 00
Dismal Swamp Railroad Company.....		34,980 00
Home Telephone Company.....		300 00
Lake Drummond Canal and Water Company.....		137,522 00
New York, Philadelphia and Norfolk Railroad Company.....		65,452 00
Norfolk City and Suburban Railway Company.....		48,057 00
Norfolk County Water Company.....		64,980 00
Norfolk and Ocean View Railway Company.....		52,848 00
Norfolk and Portsmouth Belt Line Railroad Company.....		291,167 00
Norfolk Railway and Light Company.....		274,602 00
Norfolk Southern Railroad Company.....		361,791 00
Norfolk and Western Railway Company.....		461,646 00
Planters Telephone Company, The.....		648 00
Portsmouth, Berkeley and Suffolk Water Company.....		129,119 00
Portsmouth and Cornland Telephone Company.....		1,390 00
Portsmouth Gas Company.....		9,177 00
Portsmouth Suburban Water Company.....		151,082 00
Postal Telegraph Cable Company.....		3,308 80
Seaboard Air Line Railway.....		790,728 00
Southern Express Company.....		12 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Norfolk county—Continued:		
Southern Railway Company.....	\$ 273,335 00	
Virginia Railway and Power Company.....	373,440 00	
Virginian Railway Company, The.....	384,324 00	
Virginian Terminal Railway Company, The.....	262,088 00	
Western Union Telegraph Company.....	10,048 53	
	<hr/>	\$ 5,120,975 42
Northampton county:		
Adams Express Company.....	\$ 130 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	1,500 00	
Cape Charles Railroad Company.....	59,999 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	9,596 89	
New York, Philadelphia and Norfolk Railroad Company.....	1,697,840 00	
Western Union Telegraph Company.....	1,439 00	
	<hr/>	1,770,504 89
North Richmond, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 2,323 40	
	<hr/>	2,323 40
North Tazewell, town of:		
Bluefield Telephone Company.....	\$ 58 00	
Norfolk and Western Railway Company.....	22,221 00	
Tazewell Electric Light and Power Company.....	441 00	
Tazewell Street Railway Company.....	960 00	
Western Union Telegraph Company.....	140 35	
	<hr/>	23,820 35
Northumberland county:		
Adams Express Company.....	\$ 41 00	
Baltimore, Chesapeake and Atlantic Railway Company.....	2,372 00	
Northern Neck Telegraph and Telephone Company.....	4,091 00	
	<hr/>	6,504 00
Norton, town of:		
Adams Express Company.....	\$ 40 00	
Interstate Railroad Company.....	8,174 00	
Louisville and Nashville Railroad Company.....	12,770 00	
Norfolk and Western Railway Company.....	45,303 00	
Norton Light and Power Company, Inc.....	13,674 00	
Norton Water Company.....	24,753 00	
Southern Express Company.....	79 00	
Virginia and Tennessee Telephone Company.....	3,531 00	
Western Union Telegraph Company.....	173 05	
	<hr/>	108,497 05
Nottoway county:		
American Telephone and Telegraph Company of Virginia.....	\$ 6,957 05	
Blackstone Telephone Company.....	5,859 50	
Chesapeake and Potomac Telephone Company of Virginia, The...	1,595 50	
Lunenburg Telephone Company.....	155 00	
Norfolk and Western Railway Company.....	684,481 00	
Southern Express Company.....	4 00	
Southern Railway Company.....	138,075 00	
Southside Telephone Company.....	45 00	
Western Union Telegraph Company.....	3,161 19	
Wilson Saw Mill Company, Inc.....	15,375 00	
	<hr/>	855,708 24
Occoquan, town of:		
Adams Express Company.....	\$ 18 00	
Occoquan Company.....	19,500 00	
Postal Telegraph Cable Company.....	187 50	
	<hr/>	19,705 50
Onancock, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 2,374 95	
	<hr/>	2,374 95
Orange county:		
Adams Express Company.....	\$ 6 00	
American Telephone and Telegraph Company of Virginia.....	6,830 70	
Chesapeake and Ohio Railway Company, The.....	188,729 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	837 00	
Culpeper Telephone Company, The.....	1,545 00	
Fredericksburg and Wilderness Telephone Company, Inc.....	204 00	
Greene County Mutual Telephone Company, The.....	75 00	
Orange Telephone Company.....	2,436 00	
Pamunkey Mutual Telephone Company, Inc., The.....	883 00	
Postal Telegraph Cable Company.....	2,812 50	
Potomac, Fredericksburg and Piedmont Railroad Company.....	44,472 00	
Southern Express Company.....	54 00	
Southern Railway Company.....	433,075 00	
Spotsylvania Telephone Company, The.....	42 00	
Western Union Telegraph Company.....	7,756 80	
	<hr/>	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Orange, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 39 95	
Chesapeake and Ohio Railway Company, The.....	3,600 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	11 00	
Culpeper Telephone Company, The.....	1,165 00	
Madison Telephone Company.....	90 00	
Postal Telegraph Cable Company.....	43 75	
Southern Express Company.....	109 00	
Southern Railway Company.....	22,080 00	
Western Union Telegraph Company.....	376 40	
	<hr/>	\$ 27,515 10
Page county:		
Elkton and Shenandoah Mutual Telephone Company.....	\$ 72 00	
Norfolk and Western Railway Company.....	480,269 00	
Page County Farmers Mutual Telephone Company.....	3,531 00	
Shenandoah River Light and Power Corporation.....	14,661 00	
Southern Express Company.....	72 00	
Western Union Telegraph Company.....	2,214 56	
	<hr/>	500,819 56
Pamplin City, town of:		
Norfolk and Western Railway Company.....	\$ 20,694 00	
Southern Express Company.....	16 00	
	<hr/>	20,710 00
Parksley, town of:		
Adams Express Company.....	\$ 56 00	
	<hr/>	56 00
Patrick county:		
Ballard Telephone Company, Inc.....	\$ 220 00	
Buffalo Ridge Telephone Company, Inc.....	1,151 00	
Danville and Western Railway Company.....	112,970 00	
Laurel Fork Telephone Company.....	599 00	
Mount Airy and Eastern Railway Company.....	32,006 00	
Southern Express Company.....	8 00	
Stuart and Laurel Fork Telephone Company, Inc.....	1,299 00	
Three Fork Telephone Company.....	2,160 00	
Virginia-Carolina Mutual Telephone Company.....	1,067 00	
Virginia Ore and Lumber Company, Inc.....	16,255 00	
Western Union Telegraph Company.....	159 90	
	<hr/>	167,894 90
Pearisburg, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 442 13	
Southern Express Company.....	5 00	
	<hr/>	447 13
Pennington Gap, town of:		
Louisville and Nashville Railroad Company.....	\$ 17,545 00	
Pennington Gap Telephone Company.....	148 00	
Virginia and Tennessee Telephone Company.....	598 40	
Western Union Telegraph Company.....	96 70	
	<hr/>	18,388 10
Petersburg, city of:		
American Telephone and Telegraph Company of Virginia.....	\$ 3,194 75	
Atlantic Coast Line Railroad Company.....	1,146,131 00	
Furman Line.....	4,000 00	
Norfolk and Western Railway Company.....	101,633 00	
Petersburg Aqueduct Company.....	3,345 00	
Petersburg Gas Company, The.....	148,742 00	
Petersburg Telephone Company.....	82,670 72	
Postal Telegraph Cable Company.....	825 00	
Seaboard Air Line Railway.....	572,285 00	
Southern Express Company.....	9,084 00	
Upper Appomattox Company.....	81,100 00	
Virginia Railway and Power Company.....	202,558 00	
Western Union Telegraph Company.....	983 05	
	<hr/>	2,356,549 52
Phoebus, town of:		
Chesapeake and Ohio Railway Company, The.....	\$ 18,614 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	2,262 74	
Hampton, Phoebus and Fort Monroe Gas Corporation.....	6,229 00	
Newport News Light and Water Company.....	10,415 00	
Newport News and Old Point Railway and Electric Company.....	35,645 00	
Postal Telegraph Cable Company.....	20 60	
Western Union Telegraph Company.....	60 90	
	<hr/>	73,247 24

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Pittsylvania county:		
American Telephone and Telegraph Company of Virginia.....	\$ 20,021 75	
Atlantic and Danville Railway Company, The.....	31,860 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	5,273 00	
Climax Telephone Company, The.....	1,484 00	
Danville Traction and Power Company.....	4,080 00	
Danville Water Power Company.....	15,300 00	
Danville and Western Railway Company.....	140,165 00	
Elba Telephone Company.....	1,894 00	
Franklin and Pittsylvania Railroad Company.....	58,450 00	
Henry County Telephone Company.....	164 00	
Leda Telephone Company.....	235 00	
Mutual Telephone Company of Henry, Franklin and Pittsylvania Counties, The.....	52 50	
Pittsylvania-Caswell Telephone Company, Inc., The.....	124 00	
Postal Telegraph Cable Company.....	6,948 80	
Renan Telephone Company.....	1,103 00	
Southern Express Company.....	133 00	
Southern Railway Company.....	1,158,528 00	
Virginian Railway Company, The.....	79,084 00	
West Halifax Telephone Company.....	360 00	
Western Union Telegraph Company.....	21,181 76	
	<hr/>	\$ 1,546,441 81
Pocahontas, town of:		
Appalachian Power Company.....	\$ 2,840 00	
Bluefield Telephone Company.....	730 50	
Norfolk and Western Railway Company.....	43,475 00	
Southern Express Company.....	212 00	
Western Union Telegraph Company.....	223 15	
	<hr/>	47,480 65
Portsmouth, city of:		
Atlantic Coast Line Railroad Company.....	\$ 60,000 00	
Atlantic and Danville Railway Company, The.....	6,900 00	
Chesapeake and Potomac Telephone Company of Virginia.....	64,424 69	
Norfolk and Portsmouth Belt Line Railroad Company.....	3,960 00	
Norfolk Railway and Light Company.....	29,000 00	
Portsmouth, Berkley and Suffolk Water Company.....	155,640 00	
Portsmouth Gas Company.....	130,529 00	
Portsmouth Suburban Water Company.....	41,572 00	
Postal Telegraph Cable Company.....	255 00	
Seaboard Air Line Railway.....	597,755 00	
Southern Express Company.....	2,628 00	
Southern Railway Company.....	25,000 00	
United States Express Company.....	100 00	
Virginia Railway and Power Company.....	230,750 00	
Western Union Telegraph Company.....	691 78	
	<hr/>	1,349,205 47
Potomac, town of:		
Alexandria Water Company.....	\$ 9,280 00	
American Telephone and Telegraph Company of Virginia.....	1,226 25	
Chesapeake and Potomac Telephone Company of Virginia, The....	196 12	
Washington and Old Dominion Railway.....	4,280 00	
Washington Utilities Company.....	18,580 00	
	<hr/>	33,562 37
Powhatan county:		
Amelia and Powhatan Telephone Company, The.....	\$ 120 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	495 24	
Dorset Mutual Telephone Company.....	500 00	
Fluvanna and James River Valley Telephone Company.....	1,964 00	
Southern Express Company.....	10 00	
Southern Railway Company.....	94,675 00	
Tidewater and Western Railroad Company.....	55,712 00	
Western Union Telegraph Company.....	1,238 21	
	<hr/>	154,714 45
Prince Edward county:		
Adams Express Company.....	\$ 2 00	
American Telephone and Telegraph Company of Virginia.....	7,801 90	
Central Telephone Company.....	140 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	781 00	
Norfolk and Western Railway Company.....	508,179 00	
Southern Express Company.....	8 00	
Southern Railway Company.....	146,770 00	
Southside Telephone Company.....	925 50	
Tidewater and Western Railroad Company.....	1,665 00	
Virginian Railway Company, The.....	130,359 00	
Western Union Telegraph Company.....	4,683 99	
	<hr/>	801,315 39

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Prince George county:		
Adams Express Company.....	\$ 2 00	
American Telephone and Telegraph Company of Virginia.....	8,266 65	
Atlantic Coast Line Railroad Company.....	49,600 00	
Baltimore Steam Packet Company.....	2,000 00	
Carson Telephone Company.....	349 00	
Disputanta Telephone Company, Inc.....	2,256 00	
Norfolk and Western Railway Company.....	423,671 00	
Petersburg Telephone Company.....	1,905 88	
Postal Telegraph Cable Company.....	1,410 00	
Southern Express Company.....	24 00	
Tri-County Telephone Company.....	1,098 00	
Virginia Railway and Power Company.....	11,999 00	
Western Union Telegraph Company.....	3,829 25	
	<hr/>	\$ 506,410 78
Prince William county:		
Adams Express Company.....	\$ 22 00	
American Telephone and Telegraph Company of Virginia.....	11,606 70	
Bull Run Telephone Company, Inc., The.....	216 00	
Cedar Run Telephone Company, The.....	742 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	2,115 92	
Farmers Mutual Telephone Company of Prince William County, Va	988 00	
Lorton Telephone Company, Inc.....	130 00	
Manassas and Dumfries Telephone Company, The.....	867 00	
Nokesville, Greenwich and Buckland Telephone Company, The....	365 00	
Occoquan Company.....	1,862 00	
Postal Telegraph Cable Company.....	7,245 00	
Potomac Railroad Company.....	33,000 00	
Prince William and Loudoun Telegraph and Telephone Company.	622 50	
Richmond, Fredericksburg and Potomac Railroad Company.....	18,131 00	
Southern Express Company.....	43 00	
Southern Railway Company.....	584,670 00	
Washington Southern Railway Company.....	368,361 00	
Western Union Telegraph Company.....	13,475 36	
	<hr/>	1,044,462 48
Princess Anne county:		
Back Bay Telephone Company, The.....	\$ 2,600 00	
Bennett's North Carolina Line.....	150 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	3,760 90	
Creeds Telephone Company, Inc., The.....	994 00	
Norfolk County Water Company.....	114,783 00	
Norfolk and Princess Anne Water Company.....	2,930 00	
Norfolk Southern Railroad Company.....	496,684 00	
Southern Express Company.....	9 00	
	<hr/>	621,910 90
Pulaski county:		
Appalachian Power Company.....	\$ 132,330 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	584 00	
Little River Mutual Telephone Corporation.....	125 00	
Norfolk and Western Railway Company.....	603,365 00	
Radford Water-Power Company.....	15,796 00	
Reed Island Mutual Telephone Company.....	929 00	
Rustin Railroad Company.....	5,520 00	
Southern Express Company.....	42 00	
Virginia and Tennessee Telephone Company.....	2,328 00	
Western Union Telegraph Company.....	5,574 25	
	<hr/>	766,593 25
Pulaski, town of:		
Norfolk and Western Railway Company.....	\$ 95,185 00	
Southern Express Company.....	339 00	
Virginia and Tennessee Telephone Company.....	6,131 20	
Western Union Telegraph Company.....	750 85	
	<hr/>	102,406 05
Purcellville, town of:		
Loudoun Light and Power Company, The.....	\$ 3,762 00	
Southern Express Company.....	51 00	
Washington and Old Dominion Railway.....	7,041 00	
Western Union Telegraph Company.....	21 30	
	<hr/>	10,875 30
Radford, city of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 31 50	
Norfolk and Western Railway Company.....	124,271 00	
Radford Water-Power Company.....	55,781 00	
Southern Express Company.....	92 00	
Virginia and Tennessee Telephone Company.....	4,250 00	
Western Union Telegraph Company.....	217 05	
	<hr/>	184,642 55

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Rappahannock county:		
Chesapeake and Potomac Telephone Company of Virginia, The....\$	77 98	
Culpeper Telephone Company, The.....	1,728 00	
Page County Farmers' Mutual Telephone Company.....	75 00	
Royal Telephone Company.....	685 00	
	<hr/>	\$ 2,565.98
Remington, town of:		
American Telephone and Telegraph Company of Virginia.....\$	548 35	
Chesapeake and Potomac Telephone Company of Virginia, The....	107 42	
Fauquier Mutual Telephone Corporation.....	312 00	
Postal Telegraph Cable Company.....	92 50	
Remington Light and Heat Company, Inc.....	2,730 00	
Southern Express Company.....	21 00	
Southern Railway Company.....	13,100 00	
Western Union Telegraph Company.....	587 65	
	<hr/>	17,498 92
Richland, town of:		
Bluefield Telephone Company.....\$	2,341 00	
Norfolk and Western Railway Company.....	36,423 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	181 40	
	<hr/>	38,950 40
Richmond, city of:		
Adams Express Company.....\$	200 00	
American Telephone and Telegraph Company of Virginia.....	9,864 00	
Atlantic Coast Line Railroad Company.....	210,830 00	
Chesapeake and Ohio Railway Company, The.....	8,216,320 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	642,501 08	
Manchester Light, Heat and Power Company.....	11,200 00	
Old Dominion Steamship Company.....	239,252 00	
Postal Telegraph Cable Company.....	3,201 50	
Richmond and Chesapeake Bay Railway Company.....	69,395 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	1,182,407 00	
Richmond, Fredericksburg and Potomac and Richmond and Peters- burg Railroad Connection Company.....	73,480 00	
Richmond and Henrico Railway Company.....	456,685 00	
Richmond and Rappahannock River Railway Company.....	20,888 00	
Seaboard Air Line Railway.....	171,973 00	
Southern Express Company.....	28,238 00	
Southern Railway Company.....	3,560,773 00	
Tidewater and Western Railroad Company.....	300 00	
Virginia Navigation Company.....	60,000 00	
Virginia Railway and Power Company.....	3,280,921 00	
Western Union Telegraph Company.....	7,779 92	
	<hr/>	18,246,208 50
Richmond county:		
Adams Express Company.....\$	40 00	
Maryland, Delaware and Virginia Railway Company.....	1,000 00	
Northern Neck Telegraph and Telephone Company.....	2,331 00	
	<hr/>	3,371 00
Ridgeway, town of:		
Norfolk and Western Railway Company.....\$	13,806 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	43 05	
	<hr/>	13,854 05
River Crossings and Submarine Cables:		
Postal Telegraph Cable Company.....\$	18,312 00	
	<hr/>	18,312 00
Roanoke, city of:		
Adams Express Company.....\$	800 00	
American Telephone and Telegraph Company of Virginia.....	45 00	
Appalachian Power Company.....	23,743 00	
Norfolk and Western Railway Company.....	15,190,364 00	
Postal Telegraph Cable Company.....	1,110 00	
Roanoke Gas Light Company.....	157,619 00	
Roanoke Railway and Electric Company.....	650,445 00	
Roanoke Water Company.....	116,280 00	
Southern Express Company.....	3,266 00	
Vinton-Roanoke Water Company.....	17,789 00	
Virginia and Tennessee Telephone Company.....	136,286 30	
Virginian Railway Company, The.....	89,263 00	
Western Union Telegraph Company.....	838 28	
	<hr/>	16,387,848 58

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Roanoke county:		
Appalachian Power Company.....	\$ 28,457 00	
Bent Mountain Telephone Company, Inc.....	464 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	635 00	
Fruit Growers Telephone Corporation.....	625 00	
Mill Mountain Incline, Inc.....	23,822 00	
Mutual Telephone Company of Franklin and Roanoke Counties, The.....	396 00	
Norfolk and Western Railway Company.....	733,755 00	
North Fork and Bradshaw Telephone Corporation.....	33 75	
North Fork Telephone Company, The.....	410 00	
Postal Telegraph Cable Company.....	1,980 00	
Roanoke and Botetourt Telephone Company.....	667 00	
Roanoke County Telephone Company, The.....	120 00	
Roanoke Railway and Electric Company.....	140,102 00	
Roanoke Water Company.....	104,736 00	
Rural Power Company, Inc.....	396 00	
Southern Express Company.....	8 00	
Valley Railroad Company of Virginia.....	500 00	
Vinton Roanoke Water Company.....	15,870 00	
Virginia and Tennessee Telephone Company.....	8,804 50	
Virginian Railway Company, The.....	307,990 00	
Western Union Telegraph Company.....	6,572 42	
	\$	1,376,343 67
Rockbridge county:		
Adams Express Company.....	\$ 43 00	
American Telephone and Telegraph Company of Virginia.....	2,430 05	
Bath County Telephone Company, The.....	108 00	
Chesapeake and Ohio Railway Company, The.....	449,817 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	2,741 06	
Craigsville and Bells Valley Mutual Telephone Company, The....	100 00	
Goshen Power Company, Inc.....	19,900 00	
Lexington Mutual Telephone Company.....	540 00	
Norfolk and Western Railway Company.....	529,818 00	
Rockbridge Telephone Company.....	225 00	
Southern Express Company.....	70 00	
Spottswood Telephone Company.....	2,429 00	
United State Express Company.....	26 00	
Valley Railroad Company of Virginia.....	133,336 00	
Virginia-Western Power Company.....	28,016 00	
Western Union Telegraph Company.....	5,127 90	
		1,174,727 01
Rockingham county:		
Adams Express Company.....	\$ 42 00	
Ashby and Lee Telephone Company of Shenandoah County, Va....	45 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	2,351 20	
Chesapeake and Western Railroad Company.....	123,975 00	
Chesapeake Western Railway.....	24,500 00	
Dovesville Mutual Telephone Company, The.....	1,090 00	
Elkton and Shenandoah Mutual Telephone Company.....	240 00	
Farmers Mutual Telephone Company.....	806 00	
Farmers' Mutual Telephone System of Shenandoah County.....	162 00	
Mayland Switchboard Company, Inc., The.....	1,454 00	
Norfolk and Western Railway Company.....	308,458 00	
North River Electric Company, The.....	9,368 00	
Plains District Mutual Telephone Company, Inc.....	942 00	
Rockingham Mutual Telephone and Telegraph Company.....	13,578 00	
Southern Express Company.....	18 00	
Southern Railway Company.....	246,170 00	
Stonewall Telephone Company, Inc.....	813 00	
United States Express Company.....	6 00	
Valley Railroad Company of Virginia.....	80,119 00	
Western Union Telegraph Company.....	5,210 00	
Weyers Cave Telephone Exchange.....	282 00	
		819,629 20
Rocky Mount, town of:		
Franklin County Telephone Company.....	\$ 710 00	
Franklin and Pittsylvania Railroad Company.....	15,095 00	
Light and Power Company of Rocky Mount.....	2,730 00	
Norfolk and Western Railway Company.....	12,568 00	
Southern Express Company.....	49 00	
Western Union Telegraph Company.....	121 15	
		31,273 15
Round Hill, town of:		
Leesburg Telephone Company.....	\$ 13 75	
Southern Express Company.....	27 00	
Washington and Old Dominion Railway.....	8,689 00	
Western Union Telegraph Company.....	48 90	
		8,778 65

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Rural Retreat, town of:		
Norfolk and Western Railway Company.....	\$ 20,592 00	
Virginia and Tennessee Telephone Company.....	120 00	
	<hr/>	\$ 20,712 00
Russell county:		
Carolina, Clinchfield and Ohio Railway.....	\$ 294,721 00	
Dungannon and Nickelsville Telephone Company, The.....	120 00	
Homer and Lebanon Telephone Company.....	484 00	
Honaker Lumber Company, Inc.....	31,723 00	
Lebanon Telephone Company, The.....	117 00	
McFadden Telephone Company, Inc., The.....	1,179 00	
Nickelsville and Russell Telephone Company.....	248 00	
Norfolk and Western Railway Company.....	530,159 00	
Russell-Mendota Telephone Company, The.....	1,424 00	
Southern Express Company.....	125 00	
Virginia and Tennessee Telephone Company.....	560 00	
Western Union Telegraph Company.....	2,523 55	
	<hr/>	863,383 55
Rustburg, town of:		
Southern Express Company.....	\$ 5 00	
	<hr/>	5 00
Saint Paul, town of:		
Virginia and Tennessee Telephone Company.....	\$ 418 00	
	<hr/>	418 00
Salem, town of:		
Adams Express Company.....	\$ 176 00	
Norfolk and Western Railway Company.....	94,338 00	
Roanoke Railway and Electric Company.....	25,850 00	
Southern Express Company.....	147 00	
Valley Railroad Company of Virginia.....	1,175 00	
Virginia and Tennessee Telephone Company.....	6,825 80	
Virginian Railway Company, The.....	40,584 00	
Western Union Telegraph Company.....	191 30	
	<hr/>	169,287 10
Saltville, town of:		
Norfolk and Western Railway Company.....	\$ 13,855 00	
Smyth County Telephone Exchange, The.....	26 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	303 45	
	<hr/>	14,189 45
Scott county:		
Carolina, Clinchfield and Ohio Railway.....	\$ 581,070 00	
Copper Creek Telephone Company.....	1,806 00	
Dungannon and Nickelsville Telephone Company, The.....	686 00	
East Tennessee Telephone Company.....	161 00	
Estillville Water Company.....	1,595 00	
Gate City Telephone Company, The.....	1,350 00	
Nickelsville and Russell Telephone Company.....	310 00	
Southern Express Company.....	27 00	
Virginia and Southwestern Railway Company.....	499,460 00	
Western Union Telegraph Company.....	2,991 80	
	<hr/>	1,089,456 80
Scottsville, town of:		
Adams Express Company.....	\$ 18 00	
Chesapeake and Ohio Railway Company, The.....	14,751 00	
Western Union Telegraph Company.....	57 70	
	<hr/>	14,826 70
Shenandoah county:		
Ashby and Lee Telephone Company of Shenandoah County, Va...\$	2,135 00	
Chesapeake and Potomac Telephone Company of Virginia, The...	3,582 68	
Farmers' Mutual Telephone System of Shenandoah County.....	7,201 00	
Frederick Telephone Company.....	174 00	
Maurertown Mutual Telephone Company.....	503 00	
Mt. Olive and St. Luke Telephone Company.....	404 00	
Rock Spring Electric Company.....	3,023 00	
Rockingham Mutual Telephone and Telegraph Company.....	240 00	
Shenandoah Iron and Coal Company, Inc.....	6,220 00	
Southern Express Company.....	72 00	
Southern Railway Company.....	467,485 00	
United States Express Company.....	135 00	
Valley Light and Power Company.....	8,970 00	
Western Union Telegraph Company.....	5,204 41	
Winchester and Strashburg Railroad Company.....	64,337 00	
	<hr/>	569,686 09

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Shenandoah, town of:			
Norfolk and Western Railway Company.....	\$	65,974 00	
Page County Farmers' Mutual Telephone Company.....		403 00	
Southern Express Company.....		20 00	
Western Union Telegraph Company.....		248 05	
			\$ 66,645 05
Smithfield, town of:			
Adams Express Company.....	\$	7 00	
Home Telephone Company.....		1,250 00	
Old Dominion Steamship Company.....		99,000 00	
Smithfield Water Company, The.....		2,949 00	
			103,206 00
Smyth county:			
Appalachian Power Company.....	\$	90,306 00	
Bristol Telephone Company, The.....		75 00	
Broadford Telephone Company, Inc.....		982 00	
Loves Mill Telephone Company, Inc.....		105 00	
Marion and Rye Valley Railway Company.....		87,784 00	
Mathieson Alkali Works, The.....		25,380 00	
Norfolk and Western Railway Company.....		446,263 00	
Rural Retreat Mutual Telephone Company.....		411 00	
Smyth County Telephone Exchange, The.....		3,304 00	
Southern Express Company.....		36 00	
Southern Gypsum Company, Inc.....		16,225 00	
Virginia Southern Railroad Company.....		30,090 00	
Virginia and Tennessee Telephone Company.....		1,661 00	
Western Union Telegraph Company.....		3,082 03	
			705,704 03
Southampton county:			
Adams Express Company.....	\$	46 00	
American Telephone and Telegraph Company of Virginia.....		4,133 85	
Atlantic and Danville Railway Company, The.....		274,135 00	
Chesapeake and Potomac Telephone Company of Virginia, The....		3,002 50	
Courtland and Burdette Telephone Company, Inc.....		1,060 00	
Courtland-Emporia Telephone Company.....		652 50	
Courtland and Waverly Telephone Company, The.....		588 00	
Home Telephone Company.....		70 00	
Norfolk and Western Railway Company.....		144,061 00	
North State Telephone Company.....		635 20	
Peoples Telephone Company, Inc.....		212 00	
Postal Telegraph Cable Company.....		830 00	
Seaboard Air Line Railway.....		495,568 00	
Southampton Telephone Company.....		629 00	
Southern Express Company.....		57 00	
Surry, Sussex and Southampton Railway Company.....		41,395 00	
Union Telephone Company, The.....		202 50	
Virginian Railway Company, The.....		361,670 00	
Western Union Telegraph Company.....		7,192 85	
			1,336,140 40
South Boston, town of:			
Chesapeake and Potomac Telephone Company of Virginia, The....	\$	180 00	
Dan River Telephone Company.....		2,983 75	
Norfolk and Western Railway Company.....		15,400 00	
South Boston Electric Light and Power Company.....		3,547 00	
Southern Express Company.....		309 00	
Southern Railway Company.....		33,200 00	
Western Union Telegraph Company.....		137 70	
			55,757 45
South Hill, town of:			
Atlantic and Danville Railway Company, The.....	\$	12,805 00	
Home Telephone and Telegraph Company.....		4 00	
Pure Water Company.....		1,985 00	
South Hill Manufacturing Company, Inc.....		9,444 00	
South Hill Telephone Company.....		1,498 00	
Southern Express Company.....		10 00	
Western Union Telegraph Company.....		145 15	
			25,891 15
Spotsylvania county:			
Adams Express Company.....	\$	6 00	
American Telephone and Telegraph Company of Virginia.....		5,646 45	
Chesapeake and Potomac Telephone Company of Virginia, The....		122 50	
Fredericksburg Aqueduct Company.....		2,250 00	
Fredericksburg Power Company, Inc.....		17,697 00	
Fredericksburg and Wilderness Telephone Company.....		1,112 00	
Orange Telephone Company.....		1,460 00	
Postal Telegraph Cable Company.....		3,511 20	
Potomac, Fredericksburg and Piedmont Railroad Company.....		40,615 00	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Spottsylvania county—Continued:		
Rappahannock Electric Light and Power Company, The.....	\$ 8,844 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	287,669 00	
Spottsylvania Telephone Company, The.....	1,977 00	
Tidewater Telephone Company, The.....	470 00	
Western Union Telegraph Company.....	4,857 86	
	<hr/>	\$ 376,238 01
Stafford county:		
Adams Express Company.....	\$ 39 00	
American Telephone and Telegraph Company of Virginia.....	9,036 10	
Cedar Run Mutual Telephone Company, The.....	180 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	108 80	
Fredericksburg Power Company, Inc.....	14,666 00	
Hartwood and Fredericksburg Telephone Company, The.....	1,156 00	
Northern Neck Telephone and Telegraph Company.....	504 00	
Postal Telegraph Cable Company.....	4,296 00	
Potomac and Rappahannock Telephone Company.....	90 00	
Rappahannock Electric Light and Power Company, The.....	363 00	
Richmond, Fredericksburg and Potomac Railroad Company.....	549,394 00	
Toluca and Fredericksburg Telephone Company.....	1,588 00	
Western Union Telegraph Company.....	7,883 82	
	<hr/>	589,304 72
Staunton, city of:		
Adams Express Company.....	\$ 675 00	
Blue Ridge Light and Power Company.....	25,835 00	
Chesapeake and Ohio Railway Company, The.....	51,365 00	
Staunton Gas Company.....	53,634 00	
Staunton Lighting Company.....	46,409 00	
Staunton Mutual Telephone Company.....	16,397 50	
United States Express Company.....	675 00	
Valley Railroad Company of Virginia.....	101,292 00	
Western Union Telegraph Company.....	213 95	
	<hr/>	296,496 45
Stephens City, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 589 84	
	<hr/>	589 84
Strasburg, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 357 17	
Southern Express Company.....	16 00	
Southern Railway Company.....	8,850 00	
Western Union Telegraph Company.....	69 75	
	<hr/>	9,292 92
Stuart, town of:		
Danville and Western Railway Company.....	\$ 3,630 00	
Patrick County Telephone Company, Inc., The.....	554 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	96 75	
	<hr/>	4,285 75
Suffolk, city of:		
Adams Express Company.....	\$ 210 00	
American Telephone and Telegraph Company of Virginia.....	715 00	
Atlantic Coast Line Railroad Company.....	14,500 00	
Atlantic and Danville Railway Company, The.....	8,540 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	11,871 69	
Norfolk Southern Railroad Company.....	19,451 00	
Norfolk and Western Railway Company.....	35,926 00	
Old Dominion Steamship Company.....	30,800 00	
Portsmouth, Berkley and Suffolk Water Company.....	45,601 00	
Portsmouth Suburban Water Company.....	4,606 00	
Postal Telegraph Cable Company.....	212 50	
Seaboard Air Line Railway.....	24,717 00	
Southern Express Company.....	976 00	
Suffolk Gas-Electric Company.....	27,455 00	
Virginia Railway and Power Company.....	17,440 00	
Virginian Railway Company, The.....	20,942 00	
Western Union Telegraph Company.....	314 26	
	<hr/>	264,277 45
Surry county:		
Adams Express Company.....	\$ 3 00	
Atlantic and Danville Railway Company, The.....	51,785 00	
Harrison Telephone Company, The.....	1,146 00	
Home Telephone Company.....	1,185 00	
James River Telephone Company, The.....	1,429 00	
Norfolk and Western Railway Company.....	150 00	
Peoples Telephone Company, Inc.....	564 00	
Southern Express Company.....	2 00	
Surry, Sussex and Southampton Railway Company.....	72,075 00	
Surry and Sussex Telephone Company.....	1,214 00	
	<hr/>	129,553 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Surry C. H., town of:		
Home Telephone Company.....	\$ 85 00	
	<hr/>	\$ 85 00
Sussex county:		
Adams Express Company.....	\$ 10 00	
American Telephone and Telegraph Company of Virginia.....	15,051 45	
Atlantic Coast Line Railroad Company.....	338,825 00	
Atlantic and Danville Railway Company, The.....	89,600 00	
Carson Telephone Company.....	46 00	
Home Telephone and Telegraph Company.....	71 00	
Home Telephone Company.....	70 00	
Homeville Telephone Company, Inc.....	530 00	
Norfolk and Western Railway Company.....	286,249 00	
Nottoway Hydro-Electric Company.....	2,345 00	
Peoples Telephone Company, Inc.....	873 00	
Petersburg Telephone Company.....	244 80	
Postal Telegraph Cable Company.....	4,438 10	
Southampton Telephone Company.....	70 00	
Southern Express Company.....	30 00	
Surry, Sussex and Southampton Railway Company.....	30,860 00	
Surry and Sussex Telephone Company.....	384 00	
Sussex and Southside Telephone and Telegraph Company.....	2,417 00	
Tri-County Telephone Company.....	264 00	
Virginian Railway Company, The.....	180,571 00	
Western Union Telegraph Company.....	6,377 54	
	<hr/>	959,326 89
Tacoma, town of:		
Norfolk and Western Railway Company.....	\$ 35,190 00	
Southern Express Company.....	5 00	
Western Union Telegraph Company.....	225 60	
	<hr/>	35,420 60
Tappahannock, town of:		
Adams Express Company.....	\$ 14 00	
	<hr/>	14 00
Tazewell county:		
Appalachian Power Company.....	\$ 76,037 00	
Bluefield Telephone Company.....	3,634 00	
Burke's Garden Telephone Exchange.....	345 00	
Clear Fork Telephone Company, The.....	838 00	
Grundy-Raven Telephone Company.....	90 00	
Norfolk and Western Railway Company.....	871,974 00	
Pocahontas Light and Water Company.....	13,589 00	
Southern Express Company.....	76 00	
Tazewell Electric Light and Power Company.....	6,149 00	
Tazewell Street Railway Company.....	1,320 00	
Western Union Telegraph Company.....	3,869 12	
	<hr/>	977,921 12
Tazewell, town of:		
Bluefield Telephone Company.....	\$ 1,382 21	
Southern Express Company.....	48 00	
Tazewell Electric Light and Power Company.....	2,139 00	
Tazewell Street Railway Company.....	5,130 00	
	<hr/>	8,699 21
The Plains, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 109 36	
Southern Express Company.....	35 00	
Southern Railway Company.....	11,625 00	
Western Union Telegraph Company.....	79 15	
	<hr/>	11,848 51
Timberville, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 8 42	
South Timberville Water Company, Inc., The.....	608 00	
Southern Express Company.....	16 00	
Southern Railway Company.....	9,815 00	
Western Union Telegraph Company.....	63 45	
	<hr/>	10,510 87
Urbanna, town of:		
Adams Express Company.....	\$ 19 00	
Urbanna Water Company, The.....	3,400 00	
	<hr/>	3,419 00
Victoria, town of:		
Virginian Railway Company, The.....	\$ 50,561 00	
	<hr/>	50,561 00

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Vienna, town of:		
American Telephone and Telegraph Company, of Virginia.....\$	576 15	
Falls Church Telephone and Telegraph Company.....	306 00	
Southern Express Company.....	18 00	
Washington and Old Dominion Railway.....	18,798 00	
Washington Utilities Company.....	11,216 00	
Western Union Telegraph Company.....	163 75	
	<hr/>	\$ 31,077 90
Vinton, town of:		
Norfolk and Western Railway Company.....\$	43,441 00	
Roanoke Railway and Electric Company.....	8,838 00	
Southern Express Company.....	5 00	
Vinton-Roanoke Water Company.....	8,513 00	
Virginia and Tennessee Telephone Company.....	1,225 00	
	<hr/>	62,022 00
Virgillina, town of:		
Atlantic and Danville Railway Company, The.....\$	7,360 00	
Dan River Telephone Company.....	242 65	
Southern Express Company.....	33 00	
Western Union Telegraph Company.....	76 75	
	<hr/>	7,712 40
Virginia Beach, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....\$	1,145 07	
Norfolk Southern Railroad Company.....	45,141 00	
Southern Express Company.....	10 00	
	<hr/>	46,296 07
Wachaprague, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....\$	70 20	
	<hr/>	70 20
Wakefield, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....\$	165 00	
Norfolk and Western Railway Company.....	26,703 00	
Peoples Telephone Company, Inc.....	422 00	
Postal Telegraph Cable Company.....	379 50	
Southern Express Company.....	53 00	
Surry, Sussex and Southampton Railway Company.....	6,618 00	
Western Union Telegraph Company.....	344 95	
	<hr/>	34,685 45
Warren county:		
Chesapeake and Potomac Telephone Company of Virginia, The....\$	2,070 30	
Farmers Mutual Telephone System of Shenandoah County.....	243 00	
Independent Mutual Telephone Company.....	272 00	
Liberty Corner Mutual Telephone Company.....	396 00	
Norfolk and Western Railway Company.....	374,757 00	
Reliance Telephone Association.....	110 00	
Royal Telephone Company.....	1,191 00	
Southern Express Company.....	117 00	
Southern Railway Company.....	265,355 00	
Warren County Farmers Mutual Telephone Company, The.....	417 00	
Western Union Telegraph Company.....	2,612 25	
	<hr/>	647,540 55
Warrenton, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....\$	2,857 70	
Southern Express Company.....	10 00	
Southern Railway Company.....	10,965 00	
Western Union Telegraph Company.....	37 85	
	<hr/>	13,900 55
Warwick county:		
Adams Express Company.....\$	41 00	
Chesapeake and Ohio Railway Company, The.....	903,807 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	2,578 48	
Citizens Railway, Light and Power Company.....	24,138 00	
Hampton Roads Traction Company.....	9,000 00	
Newport News Light and Water Company.....	379,129 00	
Postal Telegraph Cable Company.....	15 00	
Western Union Telegraph Company.....	423 50	
York and Warwick Telephone Corporation.....	999 00	
	<hr/>	1,320,130 98
Washington county:		
Beaver Dam Railroad Company.....\$	108 00	
Bristol-Goodson Water Company.....	25,000 00	
Bristol Telephone Company, The.....	2,607 00	
Damascus Light and Power Company.....	212 00	
Damascus Telephone Association.....	273 00	
East Tennessee Telephone Company.....	360 00	
Gate City Telephone Company, The.....	155 00	

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND COUNTIES—CONTINUED.

Washington county—Continued:		
Laurel Railway Company.....	\$ 9,060 00	
Liberty Hall and Damascus Telephone Company, The.....	290 00	
Loves Mill Telephone Company, Inc.....	201 00	
McFadden Telephone Company, Inc., The.....	400 00	
Mendota-Benham Independent Telephone Company.....	807 00	
Norfolk and Western Railway Company.....	650,000 00	
Russell-Mendota Telephone Company, The.....	50 00	
Southern Express Company.....	70 00	
Three Spring Telephone Company.....	293 50	
Virginia-Carolina Railway Company.....	165,880 00	
Virginia and Southwestern Railway Company.....	150,550 00	
Virginia and Tennessee Telephone Company.....	4,048 00	
Washington Telephone Company, The.....	1,888 00	
Watauga and Green Springs Telephone Company, Inc.....	1,177 00	
Western Union Telegraph Company.....	6,994 64	
White Top Railway Company.....	33,883 00	
	\$	1,054,307 14
Washington, town of:		
Royal Telephone Company.....	\$ 218 00	218 00
Waterford, town of:		
Leesburg Telephone Company.....	\$ 366 00	366 00
Waverly, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 100 80	
Atlantic and Danville Railway Company, The.....	4,010 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,443 75	
Norfolk and Western Railway Company.....	29,858 00	
Postal Telegraph Cable Company.....	405 00	
Southern Express Company.....	17 00	
Western Union Telegraph Company.....	449 65	
		36,284 20
Waynesboro, town of:		
Adams Express Company.....	\$ 50 00	
Chesapeake and Ohio Railway Company, The.....	21,057 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	82 00	
Riverside Light and Power Company.....	8,413 00	
Waynesboro Mutual Telephone Company.....	2,162 00	
Western Union Telegraph Company.....	163 95	
		31,927 95
Westmoreland county:		
Adams Express Company.....	\$ 3 00	
Colonial Beach and Popes Creek Steamboat Company.....	2,500 00	
Maryland, Delaware and Virginia Railway Company.....	500 00	
Northern Neck Telegraph and Telephone Company.....	2,038 75	
Potomac and Rappahannock Telephone Company.....	1,246 00	
		6,287 75
West Point, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 70 00	
Southern Express Company.....	78 00	
Southern Railway Company.....	42,320 00	
Peoples Light, Heat and Power Corporation.....	6,117 00	
Tidewater Telephone Company, The.....	186 00	
West Point Water, Light and Power Company, The.....	2,250 00	
Western Union Telegraph Company.....	129 40	
		51,150 40
Williamsburg, city of:		
Adams Express Company.....	\$ 35 00	
Chesapeake and Ohio Railway Company, The.....	1,050 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	2,860 76	
Western Union Telegraph Company.....	36 75	
		3,982 51
Winchester, city of:		
Adams Express Company.....	\$ 285 00	
American Union Telephone Company of Virginia, Inc.....	2,285 00	
Chesapeake and Potomac Telephone Company of Virginia, The ...	10,141 31	
Cumberland Valley and Martinsburg Railroad Company.....	51,197 00	
Northern Virginia Power Company.....	9,891 00	
United States Express Company.....	375 00	
Western Union Telegraph Company.....	150 00	
Winchester Gas and Electric Light Company.....	18,617 00	
Winchester and Potomac Railroad Company.....	82,517 00	
Winchester and Strasburg Railroad Company.....	40,336 00	
		215,794 31

TAXABLE VALUES OF PUBLIC SERVICE CORPORATIONS IN CITIES, TOWNS AND
COUNTIES—CONTINUED.

Windsor, town of:		
American Telephone and Telegraph Company of Virginia.....	\$ 451 05	
Chesapeake and Potomac Telephone Company of Virginia, The....	39 70	
Home Telephone Company.....	130 00	
Norfolk and Western Railway Company.....	22,357 00	
Postal Telegraph Cable Company.....	128 75	
Southern Express Company.....	17 00	
Western Union Telegraph Company.....	261 75	
		\$ 23,385 25
Wise county:		
Adams Express Company.....	\$ 38 00	
Carolina, Clinchfield and Ohio Railway.....	601,537 00	
Currier Lumber Corporation.....	53,810 00	
Dungannon and Nickelsville Telephone Company, The.....	90 00	
Interstate Railroad Company.....	516,722 00	
Louisville and Nashville Railroad Company.....	184,330 00	
New York Mining and Manufacturing Company.....	19,000 00	
Norfolk and Western Railway Company.....	359,094 00	
Powell Valley Light and Power Company.....	216 00	
Roaring Fork Railroad Company.....	37,745 00	
Russell-Mendota Telephone Company, The.....	13 75	
Southern Express Company.....	229 00	
Virginia and Kentucky Railway Company.....	18,970 00	
Virginia and Southwestern Railway Company.....	98,270 00	
Virginia and Tennessee Telephone Company.....	4,066 00	
Western Union Telegraph Company.....	3,415 10	
		1,897,545 85
Wise, town of:		
Interstate Railroad Company.....	\$ 4,900 00	
Virginia and Tennessee Telephone Company.....	1,320 50	
		6,220 50
Woodstock, town of:		
Chesapeake and Potomac Telephone Company of Virginia, The....	\$ 217 50	
Southern Express Company.....	73 00	
Southern Railway Company.....	20,805 00	
Valley Light and Power Company.....	857 00	
Western Union Telegraph Company.....	106 65	
Woodstock Electric Light and Power Company.....	1,459 00	
		23,518 15
Wythe county:		
Appalachian Power Company.....	\$ 72,642 00	
Ivanhoe and Carroll Railroad Company.....	1,500 00	
Norfolk and Western Railway Company.....	841,391 00	
Reed Island Mutual Telephone Company.....	658 00	
Rural Retreat Mutual Telephone Company.....	5,885 00	
Southern Express Company.....	128 00	
Virginia and Tennessee Telephone Company.....	2,240 00	
Western Union Telegraph Company.....	7,108 24	
Wythe Mutual Telephone Company.....	3,985 00	
		935,537 24
Wytheville, town of:		
Appalachian Power Company.....	\$ 15,629 00	
Norfolk and Western Railway Company.....	50,195 00	
Southern Express Company.....	102 00	
Virginia and Tennessee Telephone Company.....	3,314 00	
Western Union Telegraph Company.....	465 65	
Wythe Mutual Telephone Company.....	2,807 50	
		72,513 15
York county:		
Adams Express Company.....	\$ 12 00	
Bruton Telephone Company.....	398 00	
Chesapeake and Ohio Railway Company, The.....	198,431 00	
Chesapeake and Potomac Telephone Company of Virginia, The....	1,258 52	
Newport News Light and Water Company.....	23,716 00	
Peninsula Water Company.....	3,401 00	
Western Union Telegraph Company.....	131 90	
York and Warwick Telephone Corporation.....	719 00	
		228,067 42
Grand total.....		\$ 139,400,924 67

LIST OF CHARTERS

Issued by the State Corporation Commission from 1st January to 31st December, 1913, Inclusive.

Date	No	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Jan. 2	10252	Stephano Brothers, Inc.	Richmond	\$ 3,410,000	Constantine Stephano	Arthur S. Friend	\$600 00
" 2	10253		Portsmouth	25,000	Frank C. Lewis	R. H. Riddleberger	10 00
" 2	10254		Richmond	500,000	Isaac Cohen	Leroy S. Cohen	100 00
" 2	10255		Strasburg	25,000	F. M. Zee	R. S. Wright	10 00
" 2	10256		Roanoke	10,000	R. D. Baldwin	T. J. Gorman	10 00
" 2	10257		Grundy	50,000	E. R. Boyd	J. W. Flannagan, Jr.	10 00
" 2	10258		Richmond	100,000	Thos. B. Gay	H. H. Chalkley	20 00
" 3	10259		Roanoke	100,000	W. J. Brown	D. D. Hull, Jr.	20 00
" 3	10260		Richmond	200,000	J. G. Pollard	R. M. Kent, Jr.	40 00
" 4	10261		Prospect	40,000	E. S. Taylor	M. M. Jenkins	10 00
" 4	10262		Richmond	100,000	J. E. Cuthbert	E. S. Evans	20 00
" 6	10263		Roanoke	50,000	W. R. Hancock	T. L. Deyrie	10 00
" 6	10264		Lynchburg	10,000	W. H. Adams	T. L. Cobbs	10 00
" 6	10265		Norfolk	15,000	W. M. Carter	H. N. Matthews	10 00
" 6	10266		Portsmouth	10,000	Emil Hauser	J. G. Mengel	10 00
" 6	10267		Pulaski	15,000	W. L. McGavock	H. W. Thaxton	10 00
" 7	10270		Norfolk	50,000	G. S. Briggs	V. J. Euler	12 00
" 7	10272		Norfolk	60,000	W. T. Old	H. C. Sherritt	10 00
" 7	10273		Roanoke	40,000	H. B. Hash	W. H. Padgett	10 00
" 7	10274		Richmond	500,000	J. R. Paschall	James Mullen	100 00
" 8	10277		Norfolk	10,000	E. W. Wolcott	Wm. W. Old, Jr.	10 00
" 8	10278		Roanoke	50,000	Wm. Kohen	D. Kohen	10 00
" 8	10279		Bedford	50,000	J. D. Ballard	R. F. Severs	10 00
" 9	10282		Richmond	15,000	J. A. Keck	E. Bowman	10 00
" 9	10283		Suffolk	25,000	J. W. Rison, Jr.	N. Isabel Rison	10 00
" 9	10284		Richmond	15,000	George Smith	R. T. Pollard	10 00
" 9	10285		Lynchburg	50,000	F. W. Lupton	H. K. Hailey	10 00
" 9	10286			50,000	Jas. P. Wood	M. A. Plunkett	10 00
" 10	10288			25,000	J. L. Barnes	B. H. Barnes	10 00
" 10	10289			15,000	N. C. Bailey	N. S. Bailey	10 00
" 10	10290			50,000	H. D. Brinner	J. W. Brinner	10 00
" 10	10293			25,000	J. W. Jeffries	R. B. Davis	10 00
" 11	10294		Alexandria	25,000	Alexander Suter	M. T. Keller	10 00
" 14	10295		Remington	25,000	R. L. Willis	H. Hamilton	10 00
" 14	10299		Richmond	10,000	L. G. Gerhardt	A. L. Gerhardt	10 00
" 14	10300		Roslyn	50,000	G. R. Cowie	E. S. Wolfe	10 00
" 14	10301		Richmond	50,000	G. M. Garrett	J. C. Jenks	10 00
" 14	10302		Newport News	5,000	Abe Horwits	E. S. Robinson	10 00
" 14	10303		Petersburg	25,000	C. J. Brown	C. B. Brown	10 00
" 15	10304		Richmond	150,000	F. O. Farrell	W. J. Conwell	30 00

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Jan 15	10305	Rudolphi and Wallace, Inc.	Norfolk	\$ 20,000	W. A. Wallace	A. C. Keesch	\$ 10 00
" 15	10307	National State Corporation of Virginia	Arvonia	900,000	G. W. Kirkpatrick	Joseph Fritsch, Jr.	180 00
" 15	10308	North Carolina Investment Corporation	Roanoke	25,000	O. B. Watson	E. A. Cannon	10 00
" 16	10310		Pennington Gap	3,500	J. R. Legg	Everett Legg	10 00
" 16	10311		Norfolk		Ida Nugent Paly	Eliza Wallace	25 00
" 17	10312		St Charles	15,000	S. S. Brooks	J. C. Burnett	10 00
" 17	10313		Richmond	500,000	James Mullen	A. L. Hawes	100 00
" 17	10314		Staunton	30,000		W. B. Timberlake	10 00
" 17	10315		Richmond	50,000		R. G. Dashiell	10 00
" 17	10316		Richmond	100,000		E. M. Robertson	20 00
" 21	10318		Norfolk	15,000		L. P. Gallup	10 00
" 21	10319		Mineral	15,000		F. G. DuVal	10 00
" 21	10320		Norfolk	50,000		Water Dickson	10 00
" 21	10321		Petersburg	25,000		R. E. Fanes	10 00
" 21	10322		Gloucester C. H.	10,000		J. M. Lewis	10 00
" 21	10323		Richmond	75,000		J. G. Hood	15 00
" 21	10326		Alexandria	25,000		F. L. Slaymaker	10 00
" 21	10327		Lynchburg	1,000,000		J. L. Nicholas	200 00
" 21	10328		Richmond	10,000	L. L. Kippe	Chas. J. Cooke	10 00
" 21	10329		Staunton	10,000	J. J. Flynn	Geo. A. Allen	10 00
" 21	10330		Danville	5,000	R. L. Dibrell	W. W. Upchurch	10 00
" 21	10331		Staunton	50,000	H. J. Taylor	J. J. Pruler	10 00
" 22	10332		Richmond	100,000	C. H. Kastelberg	S. P. Jones	20 00
" 22	10333	inia.	Salem	50,000	R. H. Angel	Chas. E. Lewis	10 00
" 22	10334		Roselyn	300,000	T. M. Nichols	H. L. Haller	10 00
" 22	10335		Virginia Beach	20,000	Jas. S. Groves	Jas. S. Groves, Jr.	10 00
" 22	10336		Lynchburg	100,000	W. W. Coffey	Jno. W. Woodson	20 00
" 22	10337	Inc	Richmond	180,000	Geo. W. Lancaster	R. W. Dodson	30 00
" 22	10338		Spottswood	25,000	J. A. Spencer	W. M. Harris	10 00
" 22	10341		Richmond		A. Galeski	E. P. Harris	25 00
" 22	10342		Richmond	18,000	J. J. Pollard	R. B. Jones	10 00
" 22	10343		Richmond	15,000	C. N. Williams, Jr.	Jno. W. Bates	10 00
" 22	10344		Narrows	10,000	D. E. Conly	E. L. Shockey	10 00
" 28	10345		Sandy Level	10,000	R. E. Ferguson	Orelle Davis	10 00
" 23	10346		Roanoke	100,000	F. B. Thomas	E. B. Spencer	20 00
" 23	10347		Norfolk	10,000	W. B. Shafer	Garfield Shafer	10 00
" 24	10348		Richmond	75,000	W. J. Ready	J. A. Saunders	15 00
" 24	10349		Norfolk	15,000	Vernon Bluford	F. A. Hine, Jr.	10 00
" 24	10350		Richmond	5,000	G. R. Larue	B. H. Ames	10 00
" 25	10351		Norfolk	15,000	Wm. W. Old, Jr.	Joe R. Ives	10 00
" 27	10352		Richmond	10,000	E. D. Hotchkiss, Jr.	Geo. F. Bagby	10 00
" 27	10355		Covington	100,000	A. A. McAllister		20 00
" 27	10356		Ashby	25,000	J. C. Sanderson		10 00
" 28	10357		Roanoke	25,000	A. B. Coleman		10 00

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
F b. 19	10427		Roanoke	\$ 25,000	L. H. Vaughan	J. B. Vaughan	\$ 10 00
" 18	10428		Covington	25,000	C. W. T. Ehrhart	J. D. Leighton	10 00
" 18	10429		Dungannon	50,000	J. H. McCue	W. F. C. Blackwell	10 00
" 18	10430		Norfolk	50,000	W. R. Tolleth	R. M. Brown	10 00
" 18	10431		Lynchburg	5,000	A. N. Carroll	J. C. Oakes	10 00
" 18	10432		Waynesboro	15,000	B. E. Watson	H. M. Hanger	10 00
" 18	10433		Alexandria	5,000	W. L. Stewart	Geo. W. Blankenship	10 00
" 18	10434		Norfolk	25,000	H. L. Page	L. C. Page	10 00
" 19	10435		Bristol	25,000	P. F. Ryan	N. Ryan	10 00
" 19	10436		Portsmouth		John Pierce	W. E. Steele	25 00
" 19	10437		Richmond	1,500,000	A. S. Josephus	Howard Wilson	300 00
" 19	10438		Richmond	10,500,000	William L. McKee	John B. Marsh	600 00
" 19	10439		Portsmouth	6,000	Chas. Smolenaky	Isaac Silverman	10 00
" 19	10440		Shipman	2,000	T. A. McGinnis	R. H. Trice	10 00
" 20	10441		University		T. H. Hobbs	J. A. McNaughton	
" 20	10442		Norfolk	25,000	E. L. Parker	J. G. Fivesash	10 00
" 20	10443		Richmond	20,000	B. M. Jones	C. B. Grundy	10 00
" 21	10444		Leesburg	15,000		L. R. Lee	10 00
" 21	10445		Reedville	100,000		Wm. B. Crowther	20 00
" 21	10446		Richmond	15,000		R. P. Anderson, Jr.	10 00
" 21	10447		Richmond			W. D. Brown	
" 21	10448		Richmond	10,000		Chas. Robinson	10 00
" 21	10449		Richmond	25,000		Lee Paschall	10 00
" 25	10450		Richmond	50,000		James Mullen	10 00
" 25	10451		Norfolk	5,000		W. A. Waterfield	10 00
" 25	10452		Richmond	15,000		A. M. Smith	10 00
" 25	10453		Norfolk		A. J. Smith	R. A. Robinson	
" 25	10454		Lynchburg	15,000	E. N. Newman	D. P. Halsey	10 00
" 25	10455		Norfolk	50,000	G.	H. H. Priest	10 00
" 25	10456		Norfolk	5,000	R.	M. Collector	10 00
" 25	10457		Richmond	15,000	L.	W. J. Thomas	10 00
" 25	10458		Richmond	50,000	H.	Wm. B. Pissini	10 00
" 26	10459		Norfolk	25,000	C.	Leon C. Steele	75 00
" 26	10460		Carson	2,500		J. D. Wilkerson	25 00
" 26	10461		Richmond	150,000	W. T. Saunders	W. L. Glen	30 00
" 26	10462		Richmond	10,000	J. S. Williams	R. J. Wingham, Jr.	10 00
" 26	10463		Waynesboro	100,000	R. G. Vance	A. S. Loiseaux	20 00
" 27	10464		Roselyn	40,000	Thos. B. Murphy	N. T. Ames	100 00
" 27	10465		Alexandria	500,000	Bates Warren	R. E. Claughton	10 00
" 27	10466		Norfolk	6,000	B. H. Deans	H. L. Reese	10 00
" 27	10467		Amherst	25,000	W. W. Hall	C. A. Joubert	10 00
" 27	10468		Richmond	6,000	W. H. Beveridge, Jr.	E. B. Beveridge	10 00
" 28	10469		Lexington	50,000	E. T. Robinson	F. L. McClung	10 00
" 28	10470		Suffolk	20,000	M. O. Spence	M. L. Matice	10 00
" 28	10471						
" 28	10472						
" 28	10473						
" 28	10474						
" 28	10475						
" 28	10476						
" 28	10477						

• 28	10478	Clarendon	25,000	L. L. Pitenogle.....	C. P. Fletcher.....	10 00
• 28	10479	Roanoke	10,000	J. C. Perry.....	A. B. Terry.....	10 00
• 28	10480	Salerno	2,500	Chalmers Ferguson.....	B. Ferguson.....	10 00
• 28	10481	Clarksville.....	50,000	W. T. Winbush.....	H. M. Winbush.....	125 00
Mch. 1	10482	Petersburg.....	75,000	A. G. M. Martin.....	J. D. Martin.....	15 00
• 3	10483	Petersburg.....	10,000	S. R. Gresham.....	J. R. Gresham.....	10 00
• 3	10484	Dumbarton.....	10,000	Roger Williams.....	H. E. Moore.....	10 00
• 3	10485	South Boston.....	25,000	R. T. Irby.....	H. F. Padgett.....	10 00
• 3	10486	Richmond.....	50,000	A. G. Rogers.....	L. H. Drew.....	10 00
• 3	10487	Formosa.....	3,000	S. F. Barnes.....	I. G. Jones.....	10 00
• 3	10488	Richmond.....	15,000	Nelson Moore.....	S. C. Cowell.....	10 00
• 4	10490	Norfolk	5,000	L. T. Dobie.....	G. McG Goodridge.....	10 00
• 4	10492	Danville	40,000	W. D. Fowkes.....	H. W. Tucker.....	10 00
• 6	10496	Fredericksburg.....	20,000	F. K. Tyler.....	F. R. Tyler.....	10 00
• 6	10497	Manassas	10,000	A. M. Crigler.....	O. D. Waters.....	10 00
• 6	10498	Richmond	8,000	A. T. Pulliam.....	M. C. Pitts.....	10 00
• 7	10500	Roanoke	15,000	J. L. Hunter.....	J. E. Hunter.....	10 00
• 7	10501	Norfolk	200,000	J. P. Lewis.....	S. H. Turner.....	40 00
• 7	10502	Norfolk	25,000	A. D. Newcomb.....	Jno. H. Trant, Jr.....	10 00
• 7	10503	Richmond	75,000	D. H. Morgan.....	W. G. Isaac.....	15 00
• 8	10505	Roanoke	100,000	Thos. W. Miller.....	H. D. Derrick.....	20 00
• 8	10506	Yorktown	25,000	Henry R. Hatfield.....	Mrs. Carroll Van Ness.....	10 00
• 11	10506	Virginia Beach.....	50,000	Chas. E. Barco.....	W. W. McClanan.....	10 00
• 11	10509	Victoria.....	50,000	E. L. Kendig.....	J. A. Banks.....	10 00
• 11	10510	Wytheville.....	50,000	S. F. Watte.....	A. L. Porter.....	10 00
• 11	10511	Roanoke	15,000	S. M. Glann.....	W. N. Cronise.....	10 00
• 11	10512	Ball Club.....				
• 11	10513	Roanoke River Development Company.....	25,000	H. C. Boyer.....	Paul Semoyer.....	10 00
• 11	10514	Imperial Motor Tire Company, Inc.....	100,000	H. G. Buchanan.....	Walter Leske.....	200 00
• 11	10515	Alexandria.....	100,000	F. D. Geraghty.....	M. T. Wiggins.....	20 00
• 11	10516	Roanoke	50,000	O. L. Stearnes.....	H. M. Fox.....	125 00
• 11	10517	Holland	50,000	W. J. Holland.....	B. J. Beale.....	10 00
• 12	10518	Richmond	100,000	L. C. Williams.....	Robert W. Stump.....	20 00
• 12	10519	Fork Union.....		E. B. Hatcher.....	L. H. Walton.....	25 00
• 12	10520	Norfolk		F. S. Royter.....	H. H. Trice.....	25 00
• 12	10521	Richmond	20,000,000	W. S. Barstow.....	A. P. Taladerra.....	800 00
• 12	10522	Suffolk	24,000	Ernest B. Flippen.....	H. H. Chalkley.....	10 00
• 12	10523	South Boston.....	15,000	D. E. Parker.....	Geo. L. Bower.....	10 00
• 13	10524	Portsmouth.....	15,000	Chas. T. Yancey.....	Elizabeth M. Yancey.....	10 00
• 13	10526	Appalachia.....	5,000	A. A. Pruden.....	Max Moses.....	10 00
• 13	10527	Appalachia.....	10,000	J. H. Skaggs.....	O. L. Maddox.....	10 00
• 14	10528	Norfolk	5,000,000	F. E. Calkins.....	Henry Gross.....	600 00
• 14	10529	Danville	10,000	Robt. Blackwell.....	H. W. Thomas.....	10 00
• 14	10530	Norfolk	15,000	G. H. Workman.....	A. Brinkley.....	10 00
• 14	10531	Fredericksburg.....	25,000	Henry Warden.....	Wm. D. Carter.....	10 00
• 14	10532	Norfolk	20,000	John D. Westbrook.....	Jas.....	10 00
• 14	10532	Portsmouth.....	25,000	R. J. Kytes.....	V. I.....	10 00
• 15	10535	Smithfield.....	25,000	John L. Underwood.....	H.....	10 00
• 15	10536	Norfolk	10,000	Mae Woodall.....	Fra.....	10 00
• 15	10537	Alexandria.....	10,000	H. M. Etchison.....	Wm.....	10 00

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Mch. 15	10538	St. Paul	Petersburg	\$ 200,000	Archer Robinson	Samuel Jones	\$ 25 00
" 15	10539	"	Crocketts Creek	25,000	A. W. McCreel	T. C. Slaughter	40 00
" 15	10540	"	Norfolk	5,000	G. W. Butt	Thos. B. Wright	10 00
" 25	10541	"	Litwalton	5,000	G. H. Smith	R. L. Bass	10 00
" 18	10542	"	Norfolk	10,000	S. B. Appleby, Jr.	L. L. Smith	10 00
" 18	10543	"	Jumbo	2,000	H. H. Jackson	C. S. Newell	10 00
" 18	10544	Company of	Herndon	5,000	J. E. Miller	W. M. McNair	25 00
" 18	10545	"	Petersburg	50,000	Mortimer Williams	W. J. Purdy	10 00
" 18	10546	"	Manassas	250,000	H. B. Miller	Thos. H. Lion	50 00
" 18	10547	"	Norfolk	20,000	C. C. Cobb	L. J. Carter	10 00
" 18	10548	"	Richmond	23,000	J. D. Cook	R. W. Jenkins	10 00
" 18	10549	"	Roanoke	5,000	J. J. McCaffrey	C. W. Noel	10 00
" 19	10552	"	Richmond	25,000	S. P. Waddill	Hill Montague	10 00
" 19	10553	"	Norfolk	200,000	J. R. Wheeler	A. G. Wheeler	10 00
" 19	10554	Company,	Richmond	25,000	E. H. Howe	C. K. Howe	40 00
" 20	10555	"	Coeburn	25,000	W. P. Smith	C. C. Mattison	25 00
" 20	10556	"	Petersburg	50,000	Wm. H. Talley	Jon. McClevey Talley	10 00
" 20	10557	Richmond,	Richmond	100,000	Benjamin Lovenstein	Alfred E. Hirschberg	10 00
" 20	10558	"	Richmond	250,000	P. T. Murphy	M. A. Powers	20 00
" 20	10559	"	Roanoke	300,000	F. B. Thomas	D. W. Persinger	50 00
" 21	10561	"	Richmond	5,000	Wm. H. P. Roots	C. B. Gray	60 00
" 21	10562	"	Mineral	5,000	R. A. Dunlop	Thos. C. Gordon	25 00
" 21	10563	"	Midland	5,000	J. R. Carter	D. J. Brown	10 00
" 21	10564	"	Winchester	50,000	W. J. Whitlock	O. T. Rutter	10 00
" 21	10565	"	Shawsville	600,000	J. L. Vaughan	W. T. Downing	120 00
" 21	10567	"	Richmond	50,000	R. M. Gray	Eugene Sharp	10 00
" 25	10569	"	Richmond	10,000	S. W. Meek	Chas. P. Bigger	10 00
" 25	10570	"	Moneta	10,000	D. W. Parker	C. H. Robertson	10 00
" 25	10571	"	Brodna	20,000	F. N. Mallory	D. B. Pennington	10 00
" 25	10574	"	Union Level	15,000	L. H. Hayes	C. P. Jones	10 00
" 26	10575	"	Chesterfield Co.	10,000	James B. Patton	"	10 00
" 26	10577	"	Appalachia	15,000	V. J. Johnson	"	10 00
" 28	10578	Company, Inc.	Emporia	10,000	L. M. Lee	"	10 00
" 28	10579	"	Montross	10,000	Jon. W. Tate	"	25 00
" 28	10580	"	Harrisonburg	10,000	O. B. Brock	D. P. Wine	10 00
" 28	10581	"	Oak Grove	10,000	W. H. Gutridge	Wm. Wilson	10 00
" 28	10582	"	Roanoke	400,000	G. G. Gooch, Jr.	E. H. Moore	10 00
" 29	10583	"	Charlottesville	20,000	F. C. Todd	W. Allan Perkins	450 00
" 29	10584	"	Bluemont	50,000	A. L. Quintance	W. L. Hall	10 00
" 31	10585	Tailors	Alexandria	"	A. M. Keen	Morris Needle	10 00

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Apr. 14	10650	Improved Moral Training Character Protecting Benevolent Association of the United States of America	South Norfolk		O. R. Upton	G. G. Buffalo	\$ 25 00
" 14	10652		Richmond	10,000	Lewis C. Williams	F. C. Neister	10 00
" 15	10653		Richmond	1,000,000	Ernest B. Flippen	H. H. Chalkley	200 00
" 15	10654		Old Church	25,000	E. E. Booker	Thos. E. West, Jr.	10 00
" 15	10655		Lynchburg	15,000	T. B. Shackford	S. L. Monroe	10 00
" 15	10656		Chatham	15,000	J. A. Oliver	G. E. Thompson	10 00
" 15	10657		Alexandria	50,000	C. A. Durham	L. B. Perkins	10 00
" 15	10658		Norfolk county	5,000	J. W. Halstead	W. C. Deford	25 00
" 15	10659		Norton	10,000	R. P. Carr	Wm. S. Wills	10 00
" 15	10660		Roanoke	5,000	John Carner	J. W. Mabry	10 00
" 16	10667		Richmond	15,000	B. W. Smith		10 00
" 17	10668		Norfolk	15,000			10 00
" 18	10670		Bristol	5,000			10 00
" 18	10671		Richmond	5,000			10 00
" 18	10672		Charlottesville				25 00
" 21	10673		Abingdon	3,000		L. P. Summers	10 00
" 21	10674		Bristol	24,000		J. G. Wymann	10 00
" 23	10675		Charlottesville	25,000		W. H. Wood	10 00
" 21	10676		Danville			C. H. Sheppard	25 00
" 21	10678		Norfolk	30,000		J. G. Tyler	10 00
" 21	10679		Castlewood	20,000		J. B. Perry	10 00
" 21	10680		Norfolk	20,000		P. C. Warwick, Jr.	10 00
" 21	10681		Richmond	25,000		Irving E. Campbell	10 00
" 21	10682		Richmond	5,000		R. G. Cabell	10 00
" 21	10683		Norfolk	50,000		E. F. Moses	10 00
" 21	10684		Norfolk	50,000		E. F. Moses	10 00
" 21	10685		Richmond	100,000		W. D. Tucker	20 00
" 22	10686		Norfolk	30,000		W. M. Burgess	25 00
" 22	10687		Norfolk	25,000		F. W. McGinn, Jr.	10 00
" 22	10688		Houston	25,000		G. G. Easley	10 00
" 23	10689		Norfolk			S. A. McGuire	10 00
" 23	10691		Halifax county			R. A. Penick	10 00
" 23	10692		Norfolk	15,000		C. C. Cooper	10 00
" 24	10693		Suffolk	5,000		C. R. Wallace	10 00
" 24	10694		South Boston	15,000		John C. Lawson	10 00
" 24	10695		Richmond	50,000		W. C. Lassiter	10 00
" 24	10696		Richmond	50,000		A. F. Pillsbury	10 00
" 25	10699		Chatham	20,000		O. G. Pentress	10 00
" 25	10700		Harrisonburg	25,000		T. N. Thompson	10 00
" 26	10701		Chatham	10,000		A. H. Gray	10 00
" 26	10702		Fredericksburg	50,000		J. Garnett King	10 00

26	10703	Inc	Portsmouth	2,000	R. Thornton	H. C. Nash	10 00
26	10704		Franklin	10,000	E. L. Locke	R. C. Campbell	10 00
26	10705		New Hope	25,000	H. G. Baylor	W. F. Fretwell	10 00
28	10706		Norfolk	50,000	E. Hogehiro	M. H. Huggins	10 00
28	10707		Norfolk	15,000	W. J. Wilhite	H. L. Porter	10 00
28	10708		Norfolk	25,000	W. R. Cook	W. R. Tolleth	10 00
28	10709		Richmond	75,000	Frederick Julian	James E. Hanrois	15 00
28	10710		Lynchburg	10,000	J. O. O'Brien	W. H. Hitchcock	10 00
28	10711		Buena Vista	50,000	W. L. Lewis	H. W. Lewis	10 00
29	10712	Corporation	Richmond	5,000,000	E. B. Flippen	H. H. Chalkley	600 00
29	10713		Alexandria	25,000	Alexander Suter	M. T. Keliher	10 00
29	10714		Richmond	25,000	Jo. Lane Stern	H. L. Golan	10 00
29	10715		Norfolk	5,000	M. M. Hickford	E. J. Hickford	10 00
29	10716		Richmond	50,000	Joe Bossoli	F. M. Chase	25 00
30	10717		Richmond	200,000	Frank P. McConnell	J. E. Norvell	10 00
30	10718		Petersburg	5,000	H. S. Seward	F. M. Hobbs	40 00
30	10719		Wildwood	15,000	C. E. Robinson	C. F. King	10 00
30	10720	Inc	Ashland	50,000	Herbert Burpass	W. E. Gilman	10 00
30	10721		Norfolk	10,000	J. Saks	Chas. H. Schmeer	10 00
30	10722	Live Stock	Walters	50,000	W. C. Watson	John T. Rose	10 00
30	10723		Radford	50,000	J. L. Vaughan	R. L. Jordan	10 00
30	10724		Norfolk	25,000	F. B. Morse	W. C. Etheridge	10 00
30	10725		Newport News	60,000	A. L. Powell	J. E. T. Hunter	12 00
30	10726		Alexandria	50,000	H. Kirk, Jr	H. D. Kirk	10 00
30	10727		Big Stone Gap	50,000	R. T. Irvine	J. R. Myers, Jr	10 00
30	10728		Richmond	50,000	E. B. Flippen	H. H. Chalkley	10 00
30	10729		Norfolk	5,000	S. Weiner	S. H. Nelson	10 00
30	10730		Richmond	25,000	R. B. Wilson	E. M. Long	10 00
30	10731		Hot Springs	50,000	Z. M. K. Fulton	E. S. Gifford	10 00
30	10732		Newport News	5,000	Leo. A. Jordan	H. S. Falconer	10 00
30	10733		Salem	500,000	E. M. Fitzgerald	T. R. Boon	100 00
30	10734	Id Loan As-	Norfolk	50,000	A. J. J. Sykes	K. S. Goodson	25 00
30	10735	sociation, Inc.	Norfolk	15,000	E. B. Campbell	L. H. Simpson	10 00
30	10736	Madison Land Company, Inc.	Norfolk	15,000	John M. Campbell	W. C. Etheridge	10 00
30	10737	, Inc	Marion	25,000	J. D. Buchanan	O. C. Sprinkle	10 00
30	10738	Prevention of Cruelty	Suffolk	25,000	Joseph P. Hall	W. M. Ballard	10 00
30	10739	Corporation	Danville	100,000	D. S. Harrison	A. M. Francisco	20 00
30	10740	The Norfolk Grain and Feed Company, Inc	Norfolk county	15,000	C. D. Gilliam	E. S. Gilliam	10 00
30	10741	Chase City Grocery Company Inc	Norfolk	10,000	R. A. Sebrall	Geo. D. Turner	10 00
30	10742		Chase City	100,000		P. H. Jackson	20 00
30	10743		West Point	15,000			10 00
30	10744		Loudoun County	5,000			10 00
30	10745	Company, Inc.	Alexandria	15,000			10 00
30	10746		Norfolk	50,000			10 00
30	10747		Richmond	25,000			10 00
30	10748		Accomac	25,000			25 00
30	10749	Company, Inc.	Lynchburg	40,000			25 00
30	10750		Richmond	10,000			10 00
30	10751		Staunton	10,000			10 00
30	10752						
30	10753						
30	10754						
30	10755						
30	10756						
30	10757						
30	10758						
30	10759						
30	10760						
30	10761						
30	10762						
30	10763						
30	10764						
30	10765						
30	10766						
30	10767						

LIST OF CHARTERS—CONTINUED.

Date	No	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
May 15	1076	Lawrenceville	\$ 25,000	W. S. Peebles	H. C. Wesson	\$ 10 00
" 15	1076	Lawrenceville	25,000	L. H. Ranley	J. W. Upchurch	10 00
" 15	1077	Richmond	2,000,000	Joseph T. England	Alexander H. Sands	400 00
" 15	1077	Alexandria	50,000	Ashton C. Jones	D. H. Rucker	10 00
" 15	1077	Petersburg	10,000	Jas. I. Joyner	H. C. Southall, Jr.	10 00
" 15	1077	Christiansburg	20,000	William Beecham	Julia W. Beecham	10 00
" 16	1077	Rossmore	250,000	C. W. Caldwell	J. P. Goss	50 00
" 16	1077	Lynchburg	25,000	G. M. Bass	A. I. Schmitz	25 00
" 16	1077	Lynchburg	25,000	H. J. Garrett	C. M. Garrett	25 00
" 19	1077	Salem	250,000	Max F. Walz	C. E. Shelor	50 00
" 16	1078	Stuart	4,948	A. J. Ayers	C. L. Ayers	25 00
" 16	1078	Staunton	50,000		Frank T. Holt	10 00
" 19	1078	Norfolk	25,000		H. C. Smith	10 00
" 19	1078	Phoebe	10,000		J. P. Mulcaba	10 00
" 19	1078	Richmond	10,000		John A. Morton	10 00
" 19	1078	Big Stone Gap	15,000		C. L. Nash	10 00
" 19	1078	Roslyn	50,000		Louis W. Muller	10 00
" 19	1078	Norfolk	30,000	Thobald Muller	Henry C. Bartling	10 00
" 19	1078	Petersburg	50,000	W. A. Totty	S. West Holden	10 00
" 19	1078	Richmond	6,000,000	Charles H. Clarkson	G. Y. H. Lippitt	600 00
" 19	1078	Clifton Forge	500,000	W. G. Mathews	A. C. Ford	450 00
" 19	1078	Richmond	300,000	Alfred N. White	James A. Morris	60 00
" 20	1078	Norfolk	25,000	Geo. B. Deeton	L. M. Crocker	10 00
" 20	1078	Winchester	50,000		H. C. A. Funk	10 00
" 20	1078	Salem	20,000		R. T. Hubbard	10 00
" 20	1078	Fredericksburg	50,000		A. L. Brulle	10 00
" 21	1080	Front Royal	5,000		N. B. Sealock	10 00
" 21	1080	Norfolk	25,000		I. B. Pelote	10 00
" 22	1080	Portsmouth	15,000	C. E. Wise	Alice W. Wise	10 00
" 23	1080	West Point	25,000	Mrs. H. T. Broadus	Mrs. Maude Dunn	10 00
" 23	1080	Richmond	50,000	John T. Howe	C. C. Walton, Jr.	10 00
" 23	1080	Castlewood	10,000	R. C. Meade	I. T. Beauchamp	10 00
" 23	1080	Norton	15,000	Frank D. Kites	J. D. Alexander, Jr.	10 00
" 26	10812	Norfolk	20,000	Geo. B. Dorton	F. A. Hine, Jr.	10 00
" 26	10813	Richmond	50,000	John B. Alsop	C. Armentrout	10 00
" 26	10814	Norfolk	50,000	Jacob Leicht	W. T. Daughtrey	10 00
" 26	10815	Stuart	50,000	L. O. Miller	J. C. Shockey	10 00
" 26	10816	Newsmans	15,000		V. D. Thorp	10 00
" 26	10817	Portsmouth	10,000		Bertie M. Coffield	10 00
" 27	10818	Exmore	50,000		William F. Walker	10 00
" 27	10819	Richmond	50,000		William E. Rhym	10 00
" 31	10820	Norfolk	15,000		Willie Winston	25 00
" 27	10821	Rossmore	15,000		E. P. Heatwyle	10 00

108325	31	The Peoples Bank of Montross Virginia, Inc.	Montross	50,000	R. H. Mount.	J. W. Hunt	10 00
108327	29	Swanton & Wilkes-Harris Traction Corporation	Richmond	4,250,000	Thomas B. Gay	H. H. Chalkley	800 00
108328	31	New Era Crib Company, Inc.	Richmond	50,000	H. B. Stokes	W. D. Barrington	10 00
108331	31		Portsmouth	10,000	James F. Ryan	Joe Paolanda	10 00
108332	31		Alexandria	100,000	Wm. H. McClure	A. V. Burdian	20 00
108333	31		Roanoke	15,000	F. S. Hiccock	E. L. Keyser	10 00
108334	31		Norfolk	10,000	C. R. Church	M. V. Bridgers	10 00
108335	31		Norfolk	50,000	A. S. Rosenkrans	Harry Nixdorff	10 00
108336	31		Roanoke	15,000	Chas. A. Bell	Arthur E. Horton	10 00
108337	31	J. B. Bennett & Company, Inc.	Lynchburg	300,000	David Dreyfus	John Victor	36 00
108338	31	Lawrenceville Roller Mills Company, Inc.	Norfolk	10,000	J. B. Bennett	W. D. Brown	10 00
108339	June 4	The Young Men's Hebrew Association of Roanoke, Va.	Lawrenceville	15,000	J. N. Osborn	W. P. House	10 00
108340	4		Roanoke		Benl. Bonderoff	J. B. Miller	
108343	4	North Grandy Realty Corporation	Norfolk	50,000	C. L. Young	R. C. Auspaugh	10 00
108344	4	Womans World Magazine Company, Inc.	Covington	1,500,000	Geo. E. Nelson	Wm. H. Smythe	300 00
108345	4	Schrier & Sen, Inc.	Norfolk	200,000	Eugene Schrier	Alfred Schrier	40 00
108346	1	Society for the Betterment of Housing and Living Conditions in Richmond	Richmond		E. R. Williams	G. A. Weber	
108347	4	Norfolk-Virginia Steamboat Company	Norfolk	100,000	Louis Feuerstein	C. L. Whitchard	200 00
108348	4	South-Eastern Real Estate Development Company, Inc.	Richmond		W. E. Thompson	Robt. I. Mayo, Jr.	10 00
108349	5	Consolidated Mining Corporation	Richmond	10,000	R. T. Irvine	J. W. Kelly	40 00
108350	5	The Virginian Hotel, Inc.	Big Stone Gap	2,000,000	R. L. O'Neal	C. C. Reiber	10 00
108351	5	Universal Garage, Inc.	Lynchburg	50,000	George O. Dodge	L. E. Dodge	10 00
108352	5	The Peoples Society of Mutual Assistance	Norfolk	5,000	John Sidga	Antoni Gumiella	25 00
108353	6	Manchester Lumber Company, Inc.	Toms Creek	100,000	L. M. Russell	H. M. Osborne	20 00
108354	6	Northwest Washington Land Corporation	Alexandria	15,000	Wallace Dunn	M. C. Burrell	10 00
108357	9	Grantland Development Company, Inc.	Richmond	25,000	E. S. Evans	Joe E. Cuthbert	10 00
108358	9	Brown-Merryman Company, Inc.	Lynchburg	50,000	B. K. Merriman	B. H. Weekley	10 00
108359	11		Norfolk	100,000	K. C. Council	J. R. Council	20 00
108361	9		Norfolk	15,000	C. A. Neff	A. G. Bailey	10 00
108363	9		Norfolk	10,000	W. Hunter Bell	Julian Osborne	10 00
108364	9	for Colored Youth	Manassas		Wyndham R. Meredith	Stuart G. Christian	25 00
108365	9	Bethlehem Order of Wise Men	Norfolk	15,000	Joe T. Scott	R. F. Hanbury	10 00
108367	9	Compensating Specialties Company, Inc.	Norfolk	50,000	C. L. Williams	J. E. Jenkins	25 00
108368	9		Richmond	50,000	S. H. Lewis	R. A. Sheppard	10 00
108369	10		Richmond	50,000	G. A. Miller	J. F. Pruett	10 00
108370	10		Glasgow	25,000	B. E. Vaughan	R. G. Paxton	10 00
108371	10	Michael & Brumfield, Inc.	Norfolk	10,000	J. Salamonsky	Ike Salamonsky	10 00
108372	10	Southern Sanitorium Corporation	Roanoke	25,000	F. W. Michael	K. C. Brumfield	10 00
108373	10		Richmond	15,000	S. R. Pfeiffer	H. L. Greene	10 00
108375	11		Richmond	50,000	G. A. Dunlop	H. O. Roehen	10 00
108377	11		Fredericksburg	15,000	J. B. Woody	L. A. Dodd	10 00
108378	11		Norfolk	5,000	W. E. Driver	W. W. Yoder	10 00
108379	11		Richmond	300,000	W. B. Davis	Thos. B. Davis	10 00
108381	12		Bristol	400,000	E. C. Bailey	F. W. Washburn	60 00
108382	12	The Norfolk Wholesale Lumber Dealers Association	Richmond		H. L. Deacon	James Morton	80 00
108383	12	Sydnor, Morris and Company, Inc.	Norfolk	10,000	M. McKann	F. F. Priest	25 00
108384	12	A. J. Krause Grocery Company, Inc.	Richmond	15,000	J. M. Sydnor	W. H. Morris	10 00
108385	12	Bowens Automatic Nurse Company, Inc.	Richmond	100,000	L. E. Ullman	A. J. Krause	10 00
			Richmond		W. D. Bowes	Mosby Hoge	20 00

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
July 18	11006		Winchester	\$ 25,000	G. H. Kinsel	J. H. Henry	\$ 10 00
" 21	11008		Culpeper	50,000	James Ragby, J	L. Frank Smith	10 00
" 21	11009		Chincoteague	10,000	L. D. Peterson	A. J. Hill	10 00
" 21	11010		Richmond	50,000		W. H. Waldron	10 00
" 21	11011		Warrenton	25,000		J. B. Grayson	10 00
" 21	11012		Norfolk	25,000		J. M. Griffin	10 00
" 21	11013		Roanoke	10,000			10 00
" 21	11014		Alexandria	7,500			10 00
" 21	11015		Pennington Gap	15,000			10 00
" 21	11016		Danville				10 00
" 22	11018		Williamsburg				10 00
" 22	11019		Norfolk	25,000	W. E. Renner	Lawwell Taylor	25 00
" 22	11020		Roanoke	40,000		R. H. Willis	10 00
" 23	11021						
" 23	11022		Norfolk	50,000	Henry McGee	George Langley	25 00
" 23	11023		Richmond	15,000	James T. Sloan	R. G. Cobell	10 00
" 23	11024		Richmond	500,000	James T. Sloan	R. G. Cobell	10 00
" 23	11025		Richmond	75,000	E. F. Gallaudet	Denison Gallaudet	100 00
" 23	11027		Richmond	25,000	R. L. Branner	R. A. Stowe	15 00
" 24	11030		Richmond	300,000	R. H. Harwood	J. Pope Nash	10 00
" 25	11031		Norfolk	50,000	E. G. Kidd	L. M. Kidd	60 00
" 25	11032		Elmont	25,000	S. Whitehill	S. Meyer	10 00
" 25	11033		Lynchburg	25,000	J. C. Sneed	F. Von Gemmingen	10 00
" 28	11034		Norfolk	50,000	W. T. Cothran	J. E. Wood	10 00
" 28	11035		Tasewell	20,000	Harry P. Reigart	F. W. Russell	10 00
" 28	11036		Stuart	25,000	Harry Gross	J. N. Harman	10 00
" 28	11037		Richmond	100,000	J. R. Clark	R. J. Conner	10 00
" 28	11039		Richmond		J. P. Carson	B. A. Ruffin	20 00
" 28	11040		Alexandria	10,000		Alex Katrumbos	25 00
" 30	11042		Alberta	50,000		H. Noel Garner	10 00
" 30	11043		Perahentas	50,000			10 00
" 30	11044		Norfolk	5,000			10 00
" 31	11049		Norfolk	25,000			10 00
" 31	11049		Norfolk	15,000			10 00
" 31	11050		Richmond	50,000			10 00
Aug. 1	11051		Brookneal	20,000	Wm. R. Walker	J. B. Tarant	10 00
" 1	11052					W. J. Lipscomb	10 00
" 6	11056		Alexandria	200,000	J. M. Murock	H. B. Murock	40 00
" 6	11057		Norfolk	100,000	Thomas T. Boswell	C. M. Kaylor	20 00
" 6	11059		Norfolk	100,000	R. A. Wainwright	Chas. McL. Tunstall	20 00
" 6	11059		South Boston	5,000	W. N. Skelton	E. C. Garrard	10 00

6	11059	W M T Johnson Commercial Inc	Blackburg	15,000	W. M. Lybrook	L. C. Keeler	10 00
6	11060		Petersburg	12,000	H. P. Stratton	S. H. Turner	10 00
6	11061		Radford	10,000	F. M. Jones	J. T. Maginnis	10 00
7	11063		Richmond	50,000	B. R. Benton	D. T. Talmán	10 00
6	11064		Newport News	50,000	J. F. Wills	P. W. Murray	10 00
6	11065		Kenbridge	10,000	E. G. Bagby	W. S. Irby	10 00
6	11066		Richmond	6,000	L. E. Dillinger	H. D. Smith	10 00
7	11067		Lynchburg	10,000	R. G. Leftwich	L. W. Meeks	10 00
7	11072		Richmond	50,000	W. M. Anderson	Julian C. Anderson	10 00
11	11073		Bristol	50,000	J. C. George	W. H. Palmer	10 00
11	11074		Chatham	15,000	T. G. Walker	S. J. Kendrick	10 00
11	11075		Bristol	50,000	J. H. McCue	John W. Guntner	10 00
11	11076		Bristol	25,000	R. B. Peed	Irving Whaley	10 00
11	11077		Norfolk	100,000	T. S. Southgate	G. M. Williamson	20 00
12	11078		Norfolk	100,000	C. D. Gilliam	W. W. Elliott	20 00
13	11080		Richmond	200,000	R. A. Denell	N. L. Bell	40 00
13	11081		Orange	10,000	John O. O'Neil	R. P. Gill	10 00
14	11084		Richmond	15,000	C. M. Liphart	Adolphus Blair	10 00
15	11085		Notaway county	25,000	T. E. Chambers	E. L. Denton	10 00
15	11086		Keller	1,000,000	H. A. Penrose	Frank Moorhead	200 00
15	11087		Appalachia	10,000	Henry Siphers	E. A. Collins	10 00
15	11088		Charlottesville	20,000	Kenneth I. Guest	Emma F. Guest	10 00
20	11090		Harrisonburg	25,000	Wm B. Dutrow	J. Paul Dutrow	10 00
22	11091		Richmond	250,000	James J. Carroll	R. H. Hollen	50 00
20	11092		Roanoke	100,000	D. M. Taylor	W. C. Turner	20 00
20	11094		North Tazewell	25,000	W. F. Harmon	J. D. Peery	10 00
20	11095		Norfolk	25,000	M. Sarnet	C. F. Johnston	10 00
20	11096		Alexandria	50,000	Louis Garthe	Robert G. Harrison	10 00
20	11097		Roanoke	15,000	Thomas O. Connor	T. G. Fraser	10 00
21	11100		Roanoke	50,000	D. C. Thomas	L. S. H. Gable	100 00
21	11101		Roanoke	10,000	C. Victor Koehler	John T. Taylor	10 00
22	11102		Chincoteague	10,000	Henry W. Conant	C. Elton Birch	50 00
22	11103		Suffolk	24,000	C. C. Phillips	N. R. Withers	10 00
22	11104		Portsmouth	10,000	E. S. Mahoney	C. A. Turner	10 00
22	11105		Richmond	15,000	H. S. Bloomberg	Fred B. Braswell	10 00
26	11109		Henrico county	50,000	A. C. Neson		10 00
26	11110		Richmond	8,000,000	A. D. Christian		600 00
26	11112		Money Point	75,000	E. P. Young, Sr		15 00
26	11113		Charlottesville	50,000	W. G. Moran		10 00
27	11115		Norfolk	10,000	W. I. Gilkeson		10 00
27	11117		Stuart	4,908		W. M. Tatum	25 00
27	11119		Roanoke	15,000		J. N. Perry	10 00
27	11120		Richmond	10,000		E. C. Granger	10 00
28	11121		Danville	100,000		W. H. Winsted	20 00
28	11122		Lynchburg	10,000		J. R. Kyle	10 00
29	11123		Richmond	15,000	A. Blackburn	A. W. Evans	10 00
29	11125		Emory	25,000	M. H. Honaker	R. K. Sutherland	10 00
3	11126		Roanoke	5,000	E. H. Muse	J. H. Bowman	10 00
3	11127		Norfolk	10,000	A. J. Morris	Marion Morris	10 00
3	11128		Suffolk	10,000	A. C. Nurney	H. W. Phillips	10 00
3	11129		Bristol	50,000	Eugene McIntyre	Z. A. Clough	10 00

Sept.

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Sept. 3	11130	of Bal-	Norfolk	\$ 50,000	Emmu V. Kelley	Emma L. Cherry	\$ 25 00
" 4	11131		Richmond	50,000	George Cole Scott		10 00
" 4	11132		Richmond	50,000	J. W. Harrison		10 00
" 5	11133	Inc	Richmond	25,000	J. H. Harding		10 00
" 8	11136		Roanoke	20,000	E. Wile		10 00
" 8	11137		Norfolk	25,000	C. A. Mowry	F. M. Smith, Jr.	10 00
" 8	11140		Bristol	10,000	T. O. Cowan	C. Cowan	10 00
" 9	11141		Richmond	10,000	Mike Berman	W. M. Whitehurst	10 00
" 9	11143		Richmond	250,000	L. B. Gleason	R. C. DuVal, Jr.	50 00
" 11	11144		Alexandria	25,000	Burton G. Smith	John V. Stuckert	10 00
" 11	11145		Bristol	20,000	B. M. Kaats	A. Kaats	10 00
" 11	11146		Norfolk	10,000	J. M. Hubbard	C. L. Young	10 00
" 12	11148		Lexington	15,000	H. R. Coleman	P. C. Mills	10 00
" 12	11149	aville,					
" 16	11151	company,	Danville	25,000	John F. Pryor	Geo. W. Pryor	10 00
" 16	11152		Staunton	25,000	Noble C. Williams	T. M. Hoopes	10 00
" 16	11154		Petersburg	50,000	John H. Rodgers	George G. Rodgers	10 00
" 16	11155		Sussex	50,000	John J. Mitchell	B. F. Mitchell	10 00
" 16	11156		Gate City	500	T. E. Carper	J. H. Johnson	10 00
" 16	11157		Martinsville	50,000	A. D. Witten	John W. Carter, Jr.	10 00
" 16	11158		Alexandria	25,000	Bernard Bloom	Robert J. Wittenberg	10 00
" 17	11159	The Retail Grocers Association of Newport News,	Irvington	5,000	W. McDonald Lee	John F. Goldman, Jr.	10 00
" 18	11160	Virginia, Inc	Newport News		Jos. Rayner	J. H. Rich	25 00
" 18	11161	Eastern Carolina Home and Farm Association, Inc	Norfolk	100,000	C. I. Millard	M. S. Hawkins	20 00
" 18	11167	Waverly Place Corporation.	Roanoke	75,000	H. R. Fairfax	R. R. Mason	15 00
" 18	11168		Quanceck	5,000	Daniel S. Hill	John N. Custers of R	10 00
" 18	11169		Norfolk	20,000	E. B. Hodges	John C. Bawman, Jr.	10 00
" 19	11170		Ashland	10,000	A. W. Moye	J. E. Vickers	10 00
" 23	11171				D. B. Cox	W. L. Foy	50 00
" 24	11172		Petersburg	25,000	Grant Chase	John F. Dvorak	10 00
" 23	11173		Norfolk	15,000	J. M. Aydtlett	O. H. Hall	10 00
" 23	11174		Manassas	15,000	J. M. Goodman	M. E. Goodman	10 00
" 23	11175		Expo	25,000	C. A. Withrow	Clara L. Withrow	10 00
" 23	11176		Newport News	25,000	T. A. Fowler	R. W. Upshaw	10 00
" 23	11177		Millboro	25,000	A. J. Rivercomb	A. F. Johnson	10 00
" 23	11178		Norfolk	5,000	H.	I. Wahrman	10 00
" 23	11179		Dinwiddle	10,000	A.	T. M. Netherland	10 00
" 23	11179		Coeburn	20,000	H.	W. A. Bunner	10 00
" 24	11180		Richmond	15,000	Wm	F. H. Beckh	10 00

24	11181	.....	Norfolk.....	10,000	H. W. Snellings, Jr.....	H. A. Snellings.....	10 00
"	11181	.....	Richmond.....	25,000	C. T. Walters.....	S. E. Walters.....	10 00
"	11183	.....	Norfolk.....	5,000	LeRoy A. Bick.....	E. F. White.....	10 00
"	11184	.....	Norfolk.....	10,000	C. L. Macdonald.....	I. H. Griffith.....	10 00
"	11185	Company, Inc.....	.....	15,000	A. B. Driver.....	L. R. Driver.....	10 00
"	11186	.....	Ashland.....	23,000	P. T. Murphy.....	Norman Robble.....	10 00
"	11187	.....	Richmond.....	15,000	H. M. Hoskins.....	Irving Whaley.....	10 00
"	11188	.....	Bristol.....	15,000	E. R. Johnson.....	S. G. Trueblood.....	10 00
"	11189	.....	Norfolk.....	25,000	F. W. Scarborough.....	J. H. Murphy.....	10 00
"	11190	.....	Richmond.....	150,000	John J. Westbrook.....	W. T. Gravely.....	30 00
"	11191	Inc.....	Danville.....	2,500	C. O. Davidson.....	J. T. Oliver.....	10 00
"	11192	tion, Inc.....	Dillwyn.....	75,000	E. C. Ralker.....	E. C. McCarty.....	15 00
"	11193	.....	Charlottesville.....	500,000	Andrew D. Christian.....	H. H. Chalkley.....	100 00
"	11195	.....	Richmond.....	15,000	C. C. Sturgis.....	Oscar S. Roller.....	10 00
"	11196	.....	Sedley.....	10,000	J. T. Butler.....	J. E. Butler.....	10 00
"	11197	.....	Lynchburg.....	10,000	John T. Rucker.....	W. H. Rucker.....	10 00
"	11198	.....	Richmond.....	10,000	J. W. Ellis.....	F. H. Thomas.....	10 00
"	11199	.....	Richmond.....	.....	Robert A. Gibson.....	George P. Mayo.....	.....
"	11200	ountain Chil.....	.....	.....	.....	.....	.....
"	11201	.....	Covington.....	50,000	Geo. F. Rogers.....	Thomas Semmes.....	10 00
"	11202	.....	Petersburg.....	50,000	Wm. B. Besch.....	Nannie J. Besch.....	10 00
"	11203	.....	Alberta.....	.....	Chas. S. Barrow.....	J. L. Jones.....	.....
"	11204	.....	Lynchburg.....	15,000	A. R. Long.....	Anna L. Jones.....	10 00
"	11205	.....	Norfolk.....	10,000	S. E. Morris.....	John W. Oest, Jr.....	10 00
"	11206	.....	Norfolk.....	25,000	Andrew J. Yapp.....	Frank G. Dawson.....	10 00
"	11207	.....	Culpeper.....	25,000	Frank A. Bicknell.....	Walter M. Cornable.....	10 00
"	11208	.....	Norfolk.....	.....	Joseph B. Ennis.....	E. V. Ennis.....	25 00
"	11209	.....	Smithfield.....	140,000	P. C. Coleman.....	E. J. Johnson.....	28 00
"	11210	.....	Harrisonburg.....	5,000	E. D. Davis.....	Harold L. Watson.....	10 00
"	11211	.....	Louis.....	10,000	A. S. Wade.....	E. B. Wade.....	10 00
"	11212	any, Inc.....	Norfolk.....	40,000	W. W. Elliott.....	H. H. Elliott.....	10 00
"	11213	.....	Glade Spring.....	15,000	H. B. Hull.....	J. D. McConnell.....	10 00
"	11214	.....	Roanoke.....	5,000	I. M. Warren.....	L. E. St. Clair.....	10 00
"	11215	.....	Richmond.....	25,000	Louis Guglielmo.....	M. J. Colavita.....	10 00
"	11216	.....	Culpeper.....	10,000	Joe S. Covington.....	J. B. Carpenter.....	10 00
"	11217	.....	Roanoke.....	15,000	R. L. Rush.....	H. M. Miller.....	10 00
"	11218	.....	Henrico County.....	1,000,000	John King.....	J. L. Wilson.....	200 00
"	11219	.....	Richmond.....	15,000	J. C. F. Curtis.....	H. O. Conghian.....	10 00
"	11220	ic.....	Richmond.....	25,000	Joseph Strange.....	F. W. Lightner.....	10 00
"	11221	.....	Kenbridge.....	10,000	C. C. Carrington.....	Monah B. Cradle.....	10 00
"	11222	.....	Alexandria.....	15,000	Cecil K. Sherman.....	R. L. Donnelly.....	10 00
"	11223	.....	Warrenton.....	60,000	John S. Covington.....	A. F. Biggers.....	10 00
"	11224	.....	Norfolk.....	15,000	J. B. Crockett.....	W. F. Crockett.....	10 00
"	11225	.....	Norfolk.....	15,000	A. S. Herman.....	F. Clifton Cross.....	10 00
"	11226	.....	Irvington.....	1,000,000	E. W. Long.....	M. C. Long.....	10 00
"	11227	.....	Richmond.....	10,000	W. D. Due.....	C. D. Coleman.....	200 00
"	11228	.....	Norfolk.....	1,000,000	Nicholas Albano.....	C. C. Albano.....	10 00
"	11229	.....	Monterey.....	5,000	C. W. Krause.....	David Cattle.....	200 00
"	11230	.....	Richmond.....	.....	W. W. Anderson.....	Eugene Brauer.....	10 00
"	11231	.....	Norfolk.....	25,000	Charles L. Delk.....	Lucius Roberts.....	25 00
"	11232	.....	Coeburn.....	.....	P. G. Lits.....	R. V. Wohlford.....	10 00
"	11233	.....	.....	.....	.....	.....	.....
"	11234	.....	.....	.....	.....	.....	.....
"	11235	.....	.....	.....	.....	.....	.....

Oct.
Morris Belt Line and Wharf Corporation.
Yapp Sanitarium, Inc.

LIST OF CHARTERS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Oct 13	11236		Damascus	\$ 25,000	J. R. Catron	N. H. Godwin	\$ 10 00
" 13	11237		Richmond	100,000	R. H. Harwood	Jno. A. Ramstetter	20 00
" 13	11238	Benevolent Pro-					
" 13	11239		Norfolk		Jacob Spencer	Joseph H. Whittaker	25 00
" 13	11240		Richmond	25,000	W. E. Barrett	John W. Bates	10 00
" 13	11241	Fraternal Order of Beavers	Portsmouth		J. E. Wright	Samuel Watford	25 00
" 15	11242	Norton Construction Company, Inc	Norton	10,000	C. G. Connor	E. G. Buck	10 00
" 15	11243		Basic City	25,000	F. M. Holbert	B. I. Forbman	10 00
" 15	11244		Waynesboro	20,000	J. H. Furr	O. L. Crickenberger	10 00
" 15	11245		Alexandria	3,000,000	F. H. Treat	J. B. Hoallman	1,000 00
" 15	11246		Alexandria	25,000	M. T. Pollock	G. A. Bonnet	10 00
" 16	11248		Richmond	10,000	Geo. R. Newsom	J. J. Burke, Jr	10 00
" 16	11249		Richmond	15,000	L. S. Cottrell		10 00
" 16	11250		Roanoke	50,000	W. W. Ellis		10 00
" 17	11251		South Boston		E. W. Willingham		25 00
" 18	11252		Orange	5,000	H. B. Sullivan		10 00
" 20	11253		Danville	7,000	R. L. Neal		10 00
" 22	11254		Roanoke	5,000	Paul W. Kessler		10 00
" 22	11255		Cumberland C. H.	10,000	R. O. Garrett		10 00
" 20	11256	nc	Norfolk	10,000	B. F. Martin		10 00
" 20	11257		Richmond	5,000,000	Ernest B. Flippin		10 00
" 22	11258		West Point	50,000	P. B. Hughes	Walter Sparklin	600 00
" 22	11259		Norfolk	100,000		M. E. Gostaneer	10 00
" 23	11260		Mathias Point	10,000		M. L. Peebles	10 00
" 23	11261		Clintwood	10,000		B. D. French	10 00
" 23	11262		Crozet	5,000		H. C. Kelsey	10 00
" 22	11263		Petersburg	50,000	C. E. Starkweather	G. A. Dunlop	15 00
" 22	11264		Roanoke	75,000	J. C. Byars		15 00
" 23	11265		Richmond		J. H. Bear		25 00
" 24	11266		Bristol	15,000	James E. Height		10 00
" 24	11267		Norfolk	20,000	J. I. Wood		10 00
" 24	11268		Suffolk	15,000	Leon Saltsberg		10 00
" 24	11269		Richmond	350,000	H. L. Land		10 00
" 24	11270		Roanoke	25,000	Ernest B. Flippin		70 00
" 24	11271		Norfolk	100,000	W. C. Boswell	J. S. Sherarts	10 00
" 24	11272		Norfolk	20,000	J. W. Richardson	F. M. Freckerson	20 00
" 24	11273		Rocky Mount				10 00
" 24	11274		Abingdon	25,000			25 00
" 24	11275		Victoria	15,000			10 00
" 24	11276		Norfolk	25,000			10 00
" 24	11277		Roanoke	50,000			10 00
" 24	11278		Roanoke	50,000			25 00
" 24	11279		Norfolk	100,000			10 00
" 24	11280		Norfolk	20,000			20 00
" 24	11281	Tennessee and Western Sales Stables Corporation					10 00
" 24	11282	Roanoke Wood Company, Inc	Mount, Va				10 00
" 24	11283		Rocky Mount				25 00
" 24	11284		Abingdon	25,000			10 00
" 24	11285		Victoria	15,000			10 00
" 24	11286		Norfolk	25,000			10 00
" 24	11287		Roanoke	50,000			10 00
" 24	11288		Roanoke	50,000			25 00
" 24	11289		Norfolk	50,000			10 00
" 24	11290		Coeburn	100,000			20 00

11200	Runnymede Corporation	Roanoke	75,000	W. H. Horton	A. L. Roberts	14 00
11201		Clintwood	10,000	C. S. Colley	G. H. Davis	10 00
11202		Brookneal		R. D. Williams	C. A. Howard	25 00
11203		Richmond	10,000	Lewis C. Williams	F. C. Neister	10 00
11204		Cedar Bluff	50,000	W. E. Bundy	J. J. Moore	10 00
11205		Norfolk	5,000	John J. Joyce	Geo. W. Quinn	10 00
11206		Charlottesville	500,000			100 00
11207		Richmond	25,000	H. A. McCurdy		10 00
11208		Richmond	50,000	L. G. Crenshaw		10 00
11209		Richmond	100,000	I. D. Perkins		10 00
11210		Richmond	50,000	M. J. Rawlings		10 00
11211		Richmond	10,000	L. E. Bowman		10 00
11212		Richmond	50,000	Alma D. Hine		10 00
11213		Richmond	25,000	Waller Wynne		10 00
11214		Richmond	20,000	A. C. Becker		10 00
11215		Richmond	20,000	L. W. Plummer		10 00
11216		Richmond	5,000	R. H. Scroggins		10 00
11217		Richmond	100,000	F. B. Howard		10 00
11218		Richmond	150,000	A. P. Goldsmith		10 00
11219		Richmond	15,000	Emanuel C. VerVeer		10 00
11220		Richmond	50,000	G. L. Reid		10 00
11221		Richmond	15,000	F. R. Wiley		10 00
11222		Richmond	10,000	W. B. West		10 00
11223		Richmond	15,000	F. Ullman		10 00
11224		Richmond	10,000	Samuel Skern		10 00
11225		Richmond	15,000	A. Freedman		10 00
11226		Richmond	10,000	J. B. Houchin		10 00
11227		Richmond	105,000	M. W. Mercereau		10 00
11228		Richmond	10,000	J. T. Williams		10 00
11229		Richmond	15,000	B. A. Cary		10 00
11230		Richmond	10,000	J. P. Atkins		10 00
11231		Richmond	25,000	W. W. Meredith		10 00
11232		Richmond	10,000	Clyde Bratton		10 00
11233		Richmond	500,000	Henry Wallace		100 00
11234		Richmond		T. E. Aud		25 00
11235		Richmond				10 00
11236		Richmond	25,000	Aaron Johnson		40 00
11237		Richmond		F. L. Pednean		60 00
11238		Richmond		L. B. Whatley		10 00
11239		Richmond	200,000	D. R. Midgett		10 00
11240		Richmond	300,000	B. A. Smith		10 00
11241		Richmond	10,000	J. H. Bryan		10 00
11242		Richmond	15,000			10 00
11243		Richmond	153,000			10 00
11244		Richmond	25,000			10 00
11245		Richmond	15,000			10 00
11246		Richmond				10 00
11247		Richmond				10 00
11248		Richmond				10 00
11249		Richmond				10 00
11250		Richmond				10 00
11251		Richmond				10 00
11252		Richmond				10 00
11253		Richmond				10 00
11254		Richmond				10 00
11255		Richmond				10 00
11256		Richmond				10 00
11257		Richmond				10 00
11258		Richmond				10 00
11259		Richmond				10 00
11260		Richmond				10 00

LIST OF CHARTERS—CONTINUED.

Date	No.	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Nov. 18	11349	Warburg	\$ 10,000	Robert E. Gill	Charles F. Sboritt	\$ 10 00
" 18	11350	Point	25,000	W. C. Davis	Natham Hess	10 00
" 18	11351	Warburg	10,000	Louis Roman		10 00
" 18	11353	folk	10,000	J. B. Bennett		10 00
" 18	11354	amond	25,000			10 00
" 19	11355	amond	100,000			20 00
" 19	11356	folk	50,000			10 00
" 20	11358	amond	15,000			10 00
" 20	11360	amond	5,000			10 00
" 21	11362	amond	50,000			10 00
" 21	11363	amond	20,000			10 00
" 21	11364	wyn	2,500		H. M. Howell	10 00
" 21	11365	amond	25,000	J. R. Barrie	Bernard Thysot	10 00
" 25	11366	andria	15,000	Elizabeth H. Mason	R. N. Mason	10 00
" 25	11367	ville	10,000	Nathan Klaff	Mose Harris	10 00
Dec. 2	11368	amouth	300,000	Chas. R. Welton	A. B. Jarvis	25 00
Nov. 26	11370	folk	50,000	C. W. Mitchell	W. J. Harrell	10 00
" 26	11371	clottesville	15,000	E. Taylor	L. M. Walker	10 00
" 26	11373	Warburg	10,000		W. J. Brockwell	10 00
" 26	11374	folk	15,000		H. M. Brandt	10 00
" 26	11375	folk	50,000		John N. Williams, Jr.	10 00
" 26	11376	amont	15,000			60 00
" 28	11379	Richmond	300,000	T. L. West		10 00
" 28	11380	Roanoke	25,000	M. M. Atkins		10 00
" 28	11381	South Boston	5,000	B. C. Moorman		10 00
" 28	11382	Savannah	50,000	S. Y. Harding		10 00
" 28	11383	Emporia	25,000	Henry Klaff		10 00
Dec. 1	11384	Norfolk	25,000	F. B. Crawford		10 00
" 1	11385	Kernstown	24,000	H. W. B. Williams		10 00
" 1	11386	Kinsale	25,000	H. A. W. Wood		10 00
" 1	11387	Richmond	400,000	T. L. Fuls		80 00
" 1	11388	Galax	10,000	Chas. D. Fox	F. A. Virkus	10 00
" 4	11390	Roanoke	1,000,000	W. E. Calvert	J. P. Carico	10 00
" 4	11391	Portsmouth		C. D. Garrett	J. T. Bandy	25 00
" 4	11394	Alexandria C. H	9,000	John W. May	R. H. Wright	25 00
" 3	11395	Alexandria	50,000	E. F. Shapirc	B. M. Rawlings	10 00
" 3	11396	Norfolk	10,000		Carroll H. May	10 00
" 3	11397	Norfolk	10,000		L. J. Hapiro	10 00
" 7	11398	Norfolk	400,000		E. F. Mitchell	10 00
" 4	11399	Norfolk	100,000		W. R. Toloth	60 00
" 4	11402	Norfolk	15,000		J. P. Johnson	20 00
" 5	11403	Inc	100,000		Orie H. Gay	10 00
" 5	11404	Alexandria	25,000		N. S. Hall	20 00
" 6		Norfolk			Chas. A. Holle	10 00

11406	6	Alexandria.....	300,000	Frank C. Henry.....	Edw. L. Hillyer.....	60 00
11406	6	Front Royal.....	1,500,000	Benjamin Deacon.....	Geo. M. Randle.....	300 00
11407	6	Staunton.....	25,000	James F. Bowman.....	C. P. Bowman.....	10 00
11408	6	Roanoke.....	50,000	H. C. Gardner.....	T. B. Waring.....	10 00
11409	6	Norfolk.....	5,000	C. K. Scott.....	F. H. Mad.....	10 00
11410	6	Chincoteague.....	50,000	Henry Conant.....	W. B. Derrickson.....	125 00
11411	9	Alexandria.....	20,000	E. A. Wilson.....		10 00
11412	9	Zapp.....	5,000	C. M. Orndorff.....		25 00
11414	9	Bristol.....	50,000	G. M. Warren.....		10 00
11416	9	Richlands.....	10,000			10 00
11417	13	Petersburg.....	50,000			10 00
11418	13	Roanoke.....	5,000			10 00
11419	13	Petersburg.....	50,000			10 00
11420	13	Richmond.....	4,500,000			600 00
11421	13	Richmond.....	25,000			10 00
11422	13	Blacksburg.....	15,000			10 00
11423	13	Stafford.....	20,000			10 00
11426	16	Norfolk.....	50,000			10 00
11427	16	Richmond.....	50,000			10 00
11428	16	Abingdon.....	50,000			10 00
11429	16	Hillsville.....	25,000			10 00
11430	16	Lynchburg.....	100,000			20 00
11431	16	Bristol.....	5,000			50 00
11432	16	Roanoke.....	50,000			10 00
11433	16	Roanoke.....	25,000			10 00
11434	17	Norfolk.....	5,000			10 00
11435	17	Norfolk.....	10,000			10 00
11437	17	Richmond.....	50,000	Giles B. Jackson.....		10 00
11438	18	Richmond.....	25,000	T. L. Young.....		10 00
11440	19	Norfolk.....	25,000	Chas. E. Young.....	Fred. J. Fuller.....	10 00
11441	19	Louis.....	50,000	W. A. C. Pettit.....		10 00
11443	23	Roanoke.....	25,000		Charles F. Cooke.....	10 00
11444	23	Norfolk.....	10,000		Geo. A. Van Lear.....	10 00
11445	23	Norfolk.....	10,000		T. Garland Hobbs.....	10 00
11446	23	Pulaski.....	300,000		J. D. McCormick.....	10 00
11447	23	Roanoke.....	25,000		Charles H. George.....	60 00
11450	23	Yorktown.....	150,000		John C. Jamison.....	10 00
11451	23	Marion.....	5,000		John W. Long.....	20 00
11452	23	Tazewell.....	10,000		J. G. Bare.....	10 00
11453	23	Norfolk.....	15,000		Geo. F. Neal.....	10 00
11454	23	Norfolk.....	50,000		Cleaton E. Robey.....	10 00
11455	23	Petersburg.....	300,000		J. P. Kritt.....	10 00
11456	24		10,000		Win. L. Zimmer, Jr.....	60 00
11457	24		100,000		M. F. Sanderson.....	10 00
11460	26		50,000		B. V. Graves.....	20 00
11461	26		50,000		J. E. Woodfin.....	10 00
11462	26	Isle of Wight Co.....	300,000	J. L. Camp.....	R. J. Camp.....	60 00
11463	26	Norfolk.....	25,000		C. W. Grise.....	10 00
11464	26	Richmond.....	15,000		J. P. Atkins.....	10 00
		Lynchburg.....	15,000		W. A. Ogleby.....	10 00

LIST OF CHARTERS—CONTINUED.

Date	No.	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Dec. 26	11463	Staunton	\$ 50,000	A. M. Vals	Arthur Vals	\$ 10 00
" 31	11464	Chatham	30,000	H. M. Patterson		10 00
" 31	11465	Lynchburg	10,000	Jno. S. Walker		10 00
" 31	11466	Norfolk	15,000	M. Hofflin		10 00
" 31	11471	Norfolk	100,000	Garland P. Peed		20 00
" 31	11472	Norfolk	15,000	C. W. Bradley		10 00
" 31	11473	Portsmouth	20,000	Claud E. Hutchins	P. C. Hutchins	10 00

LIST OF CHARTER AMENDMENTS

Issued by the State Corporation Commission from 1st January to 31st December, 1913, Inclusive.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment	Charter Fees
Jan. 6	10268	Saint Andrew's Association	Richmond		Robert A. Gibson	O. H. Funsten	Enlarging powers	
" 6	10269	Hoeniger-Sisemore Company, Inc.	Richmond	\$ 25,000	W. L. Sisemore	T. W. Hoeniger	Creating preferred stock and enlarging powers	
" 10	10275		Norfolk	10,000	S. T. Dickinson	C. N. Bailey	Decreasing capital	
" 8	10276							
" 9	10287		Richmond	20,000	A. W. Holmes	S. W. Johnson	Changing name	
" 10	10260		Richmond		James Cannon, Jr.	G. H. Lambeth	Reducing capital and changing principal office	
" 10	10291		Salem	250,000	Louis A. Scholz	Henry Scholz	Changing name	
" 10	10292		Narrows	100,000	W. E. Mingus	E. W. Potts	Changing powers	
" 10	10292		Richmond	75,000	A. G. Jones	Chas. A. Peple	Changing name	

14	10296	Roanoke Overalls Company, Inc.	Roanoke	50,000	H. C. Elliott	W. R. Reamey	20 00
"	10297	Jarratt Lumber Corporation	Richmond	200,000	S. D. Crenshaw, V. P.	J. W. Meade	70 00
"	10306	Virginia-Maryland Coal Corporation	Richmond	500,000	L. T. Myers	A. P. Adams	
"	10309	Craddock-Terry Company	Lynchburg	2,500,000	Jno. W. Craddock	Edw. F. Sheffield	
"	10317	Natural Bridge Company	Natural Bridge	163,000	C. I. Johnson	H. M. Lotts	
"	10323	Patterson Mills Company, Inc.	Richmond	1,000,000	Chas. Cohen	J. C. Kelly	100 00
"	10324	John H. Heald & Company, Inc.	Lynchburg	450,000	Chas. E. Heald	E. E. Heald	
"	10339	Virginia Western Electric Company	Clifton Forge	300,000	W. G. Mathews	A. C. Ford	Enlarging powers.
"	10340	Norfolk Bed Manufacturing Company, Inc.	Norfolk	15,000	E. C. Threadcraft	F. S. Hubbard	Creating preferred stock.
"	10353	E. A. Sneed Furniture Company, Inc.	Clifton Forge	50,000	E. A. Sneed	J. B. Goodwin	Increasing capital.
"	10354	The County Bank, Inc.	Meadow View	25,000	Geo. Stuart	A. W. Aston	Reducing outstanding stock.
"	10362		Richmond	30,000	S. M. Baylor	G. B. Baylor	Increasing capital.
"	10369		Richmond	15,000	G. W. Herndon	Jas. H. Lester	Changing name.
"	10370		Norfolk	20,000	L. W. Walker	W. H. Lowe	Increasing capital.
"	10373		Norfolk	100,000	D. Pender	Geo. L. Pender	Increasing capital.
"	10374		Swansboro	10,000	Chas. W. Payne	E. W. Barrow	Changing name.
"	10375		Lawrenceville	25,000	H. C. Wesson	C. H. Williams	Changing name.
"	10376		Petersburg	10,000	P. H. Wells	H. E. Trulove	Changing name.
Feb. 3	10385		Radford	425,000	W. Del Walbridge	H. R. Mackay	Changing name.
"	10386	Hodnett-Vass Watson Company	Danville	50,000	Jno. T. Watson	H. F. Vass	Increasing capital.
"	10398		Roanoke	30,000	W. C. Stephenson	J. A. Reid	Increasing capital.
"	10399		Norfolk	50,000	A. A. Mann	B. B. Mann	Increasing capital.
"	10400		Richmond	35,000	J. B. Einstein	W. F. Chalmers	Increasing capital.
"	10407		Galax	25,000	J. B. Waugh	R. J. Cornett	Changing name.
"	10408	Old Homestead Manufacturing Company, Inc.	Richmond	50,000	W. B. West	M. V. Mahoney	Increasing capital.
"	10419	White Sulphur Springs, Inc.	Richmond	2,000,000	Decatur Axtell	Jas. S. Mackie	Increasing capital.
"	10420	Virginia Bonded Warehouse Corporation	Richmond	100,000	F. W. Scarborough	H. S. Hotchkiss	Reducing capital.
"	10421	Churchfield Portland Cement Corporation	Richmond	1,500,000	H. R. Dennis	W. M. Bennett	Increasing capital.

LIST OF CHARTER AMENDMENTS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment	Charter Fees
Feb. 16	10435	ion Fertil- hanged to Company,	Bankerville.....	\$ 75,000	Ralph Jessup.....	C. M. Gordon.....	Changing name and powers.....	.....
" 21	10440	vings Com- pany.....	Richmond.....	1,000,000	John B. Williams.....	R. J. Willingham, Jr. A. F. Thomas.....	Enlarging powers.....	.....
" 21	10450	Reinsch, Inc.....	Richmond.....	1,000,000	T. M. Tignor.....	G. Stanley Harding.....	.....	\$100 00
" 25	10452	The Virginian Railway Company.....	Richmond.....	50,000	Raymond Du Puy.....	Jas. Clarke.....	.....	.....
" 26	10454	Quinn-Marshall Company.....	Norfolk.....	65,000,000	Y. P. Marshall, Vice C. L. Newman.....	W. J. D. Bell..... James A. Goad.....	.....	.....
" 27	10469	Burk's Fork Telephone Company.....	Lynchburg.....	350,000	C. E. Picot.....	C. P. Fisher.....	.....	.....
" 27	10470	Consumer's Supply Corporation.....	Dug Spear.....	5,000	W. B. Smoot.....	R. S. Jones.....	Enlarging powers.....	.....
Mar. 3	10489	C. C. Smoot & Sons, Inc.....	Richmond.....	15,000	W. H. Sharp.....	J. K. Trimble.....	.....	.....
" 4	10491	St. Lawrence Pulp and Lumber Cor- poration, changed to St. Lawrence Securities Corporation.....	Alexandria.....	200,000	John Dahn.....	Geo. S. Dickey.....	Changing name and increasing capital.....	490 00
" 4	10493	Climax Concrete Machine Company, Inc.....	Richmond.....	300,000	Arthur L. Phillips.....	W. P. Patterson.....	Increasing capital and reducing par Changing powers.....	90 00
" 5	10494	.....	Richmond.....	50,000	J. E. Lane.....	P. F. Hardison.....	Increasing capital.....	10 00
" 5	10495	.....	Altavista.....	100,000	E. S. Blanton.....	L. E. Pugh.....	Increasing capital.....	.....
" 11	10507	.....	Newport News.....	50,000	Frank T. Clark.....	Clayton Q. Nugent.....	Creating preferred stock.....	.....
" 12	10525	The Trustees of Emory and Henry Association of Mutual Aid	Norfolk.....	14,000	D. D. Hull.....	Geo. E. Penn.....	Changing powers.....	35 00
" 14	10533	.....	Washington Co.....	.....	H. S. Seward.....	Geo. W. Harrison.....	Changing powers.....	.....
" 14	10534	.....	Petersburg.....	.....	J. W. Sharron.....	W. W. Miller.....	Changing real es- tate limit.....	.....
" 18	10550	Standard Paper Manufacturing Com- pany.....	Norfolk.....	.....	Ro. S. Crump.....	James F. Ryland.....	.....	.....
" 19	10551	Alfalfa Corporation of Virginia.....	Manchester.....	300,000	Jas. E. Cuthbert.....	E. S. Evans.....	Increasing capital.....	.....
" 20	10559	Mount Morgan Coal Company, Inc.....	Richmond.....	150,000	W. T. Underwood.....	S. E. Mahan.....	Reducing out- standing stock.....	10 00
" 21	10566	.....	Bristol.....	200,000	.....	.....	.....	.....

10572	Smallport Extrude Company, Inc.	Danvers	150,000	J. E. Rooney	C. A. Becker	Increasing capital.	10 00
10575	Richmond and Rappahannock River Railway Company	Richmond	500,000	Jon. E. Willard	Ro. B. Campbell	Increasing capital.	125 00
10586	Gordon Cigar and Cigaret Company, Inc., changed to Patterson Brothers Tobacco Company, Inc.	Richmond	250,000	J. B. Hutchison	W. P. Edwards	Increasing capital stock and chang- ing name	40 00
10598	Morris-Fisher Company, Inc.	Near Reedville	500,000	James C. Fisher	Alonso Dawson	Increasing capital stock	.....
Apr. 1	..... and Finance to Realty and of Virginia	Barton Heights	100,000	S. P. Jones	L. W. Ryland	Changing name and increasing capital	10 00
10612	Virginia Paper and Art Company, Inc.	Portsmouth	25,000	J. F. Pace	S. C. Pace	Creating preferred stock	.....
10617	The Phil G. Kelly Company, Inc.	Richmond	500,000	Phil G. Kelly	Ans. H. Hagood, Jr.	Increasing capital.	80 00
10618	Bain Investment Company, Inc.	Richmond	100,000	Irvin Bain	E. S. Cardona	Reducing mini- mum capital	.....
10620		Richmond	2,500,000	H. E. Aiken	W. N. Seligberg	Name changed	.....
10624		Artonia	900,000	Geo. W. Kirkpatrick	Joseph Fritsch, Jr.	Name changed	.....
10625		Abingdon	100,000	M. H. Honaker	L. T. Cooby	Power changed	.....
10633		Roanoke	50,000	W. G. Jones	A. L. Turner	Increasing capital.	10 00
10634		Harrisonburg	50,000	Joseph Ney	Eddie Ney	Increasing capital.	.....
10639		Staunton	50,000	Noble C. Williams	Jacob Heyner	Enlarging powers	.....
10640		Ason	100,000	J. H. Haedinger	J. Irby Hurt	Increasing capital.	75 00
10641	The Abingdon Water and Light Com- pany	Abingdon	50,000	Chas. F. Palmer	W. B. Ingham	Increasing capital.	80 00
10651		Bristol	30,000	C. D. Mitchell	Thos. C. Smith	Increasing capital.	.....
10661		Norfolk	2,500,000	J. W. Perry	P. C. Stanworth	Increasing capital.	.....
10662		Roanoke	15,000	M. F. Normoyle	T. Earl Normoyle	Changing name	.....
10663		Norfolk	750,000	C. H. Ferrall	Thomas J. Latham, Jr.	Increasing capital.	.....
10664		Swansboro	20,000	R. F. Dorset	B. J. Stanley	Reducing capital.	.....
10665		Pulaski	15,000	Geo. S. Draper	J. N. Boring	Increasing capital.	.....
10666		Bristol	25,000	Alex Smith	Fred. E. Smith	Changing name	.....
10669		Norfolk	200,000	G. H. Stevens, V.-P.	S. B. Gibson	Increasing capital	80 00
10677		Richmond	50,000	Stephen A. Ellison	Lewis C. Grant	Increasing capital.	.....
10690		Norfolk	50,000	Garland P. Peed	Herman R. Furr	Changing name	.....

LIST OF CHARTER AMENDMENTS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment	Charter Fees
Apr. 24	10696	The Virginia Crown Orchard Com- pany, Inc.	Covington	\$ 100,000	T. M. Gathright	Thos. B. McCaleb	Reducing mini- mum	
" 28	10711		Near Kilmarnock	200,000	W. A. Eubank	P. K. Bauman	Increasing capital	
" 28	10712		Richmond	50,000	A. T. Shepherd	William Catlin	Changing name	
" 28	10713		Danville	300,000	L. Herman	L. B. Conway, Jr.	Increasing capital	
" 28	10720		Norfolk	75,000	T. J. Wool	R. Randolph Hicks	Increasing capital	\$ 5 00
" 28	10721		Winchester	600,000	Lewis F. Cooper	Shirly Carter	Changing name, purpose and in- creasing capital	250 00
" 29	10722	Highland Park Realty Corporation	Richmond	100,000	F. B. Sydnor	Julien Gunn	Increasing capital	10 00
May 1	10729	Jones Brothers & Company, Inc.	Richmond	150,000	S. P. Jones	Jas. P. Jones	Increasing capital	10 00
" 2	10731	Consolidated Tramway Company, Inc.	Roanoke	500,000	W. C. Lawson	M. M. Caldwell	Reducing capital	
" 6	10737	The Beaufont Company, Inc.	Richmond	50,000	Geo. C. Bidgood	M. B. Langhorne	Reducing out- standing stock	
" 6	10738	Virginia-Maryland Coal Corporation	Richmond	600,000	Lilburn T. Myers	A. P. Adams	Reducing out- standing stock	
" 6	10740	Steel Company,	Richmond	100,000	C. N. Williams, Jr.	R. P. Liphart	Increasing capital	\$ 80
" 12	10757	Albemarle Canal ation	Norfolk	100,000	Robert L. Harrison	D. S. Burwell	Reducing capital	
" 13	10759		Norfolk	25,000	F. B. Morse	W. C. Etheridge	Reducing mini- mum capital	
" 13	10761	Rockingham Publishing Company, Inc.	Harrisonburg	25,000	H. W. Bertram	D. E. Crousehorn	Enlarging its pow- ers	
" 15	10770	Henrico County Gas Company	Richmond	100,000	James McEvoy, Jr., Vice-Pres.	L. I. Pollitt	Enlarging its pow- ers	
" 15	10771	slry House, Booth Com-	Danville	10,000	J. W. Brooks	P. P. Booth	Changing name	
" 20	10784	and Trust The Farm- n Company,	Farmville	200,000	S. W. Paulett	Jno R. Martin	Changing name and reducing capital	25 00

		The News-Register Company, Inc.	Harrisonburg...	30,000	J. Henry Robertson	O. B. Brock	Enlarging its powers...
• 19	10798		Retreat	10,000	L. A. Bowman	C. J. Clingenpoel	Increasing capital
• 20	10798		Roanoke	10,000	J. B. Andrews	Wm. L. Andrews	Reducing capital
• 21	10798		Lipscomb	50,000	G. S. Briggs	Frank C. Ball	Changing location of office
• 21	10801						
• 26	10811		Roslyn	50,000	G. R. Cowle	Wm. H. Bennett	Changing name
• 27	10822		Bristol	300,000	W. W. Lockett	Jos. E. Lockett	Increasing capital
• 27	10823		Alexandria	150,000	C. H. Livingstone	B. F. Mays	Increasing capital
• 27	10824		Norfolk		Harrison Billups	Henry Woodous	Changing name
• 31	10825		Newport News	40,000	Roland D. Onfroy	Wm. M. Marshall	Increasing capital
• 31	10829		Norfolk	25,000	T. Gray Coburn	I. B. Belote	Changing name
• 31	10830		Lynchburg	10,000	J. O. O'Brien	W. H. Hitchcock	Changing name
June 4	10841		Norfolk	3,000,000	W. L. Berkley	J. W. Nash	Changing name
• 3	10842		Roanoke	15,000	F. M. Firebaugh	W. C. Pinkard	Changing name
• 9	10860		Richmond	2,000,000	Joseph T. England	Alexander H. Sands	Enlarging powers
• 9	10866		Richmond	220,000	A. J. Crafts	B. H. Stern	Increasing capital
• 10	10874		Norfolk	50,000	Richmond Levering	Raymond Tullis	Name changed
• 11	10876			1,000,000	L. C. Altomus	J. H. Dingess	Reducing capital
• 12	10880	Italian Beneficial and Social Society of the City of Richmond	Richmond	50,000	Henry Wellhouse, Jr.	W. J. Nolte	Changing name and increasing capital
• 13	10889	The Pike County Coal Company	Richmond	250,000	Louis Corrieri	J. A. Burtoci	Changing powers
• 17	10898	Norfolk Bed Manufacturing Company, Inc.	Charlottesville		R. T. W. Duke, Jr., Vice-Pres.	T. Irving Hadden	Reducing outstanding stock
• 17	10899	E. P. Murphy & Son, Inc.	Norfolk	25,000	E. C. Threadcraft	F. S. Hubbard	Increasing capital
• 17	10900	W. A. Brown Tobacco Company, Inc.	Richmond	50,000	E. P. Murphy	P. T. Murphy	Enlarging powers
			Martinsville	75,000	G. B. Dudley	G. B. Dudley, Jr.	Reducing minimum capital

LIST OF CHARTER AMENDMENTS—CONTINUED.

Date	No.	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment	Charter Fee
June 18	10906	Richmond	\$ 20,000	Westmoreland Davis	B. Morgan Shepherd	Increasing capital	\$ 10 00
" 19	10907	Richmond	50,000	E. R. Boyd	E. E. Smith	Increasing capital	-----
" 20	10915	Richmond	15,000,000	H. H. Chalkley	Alfred Gregory	Changing name	-----
" 23	10923	Richmond	60,000	P. L. Reed	J. C. Warren, Jr.	Increasing capital	2 00
" 23	10924	Richmond	300,000	Fredk. E. Noking	C. R. Davenport	Changing classes of stock	-----
" 24	10931	Roanoke	\$ 000	C. S. McNulty	W. S. Engleby	Increasing capital	-----
" 24	10932	Richmond	100,000	Channing M. Bolton	N. D. Wood	Enlarging powers	-----
July 14	10936	Richmond	800,000	Frank P. Harmon	R. Holt Easley	Increasing capital	00 00
June 25	10937	Richmond	75,000	H. A. Lockridge	W. P. Yanney	Changing name and increasing capital	5 00
" 25	10938	Richmond	-----	W. E. White	Norman Call	Changing powers	-----
July 1	10943	Richmond	250,000	William Proctor	T. Irving Hadden	Reducing out- standing stock	-----
" 1	10951	Richmond	-----	-----	-----	-----	-----
" 2	10955	Richmond	100,000	Frederick Julian	James E. Hauronio	Name changed	-----
" 10	10977	Big Stone Gap	66,640	Geo. Burnham, Jr.	D. C. Anderson	Reducing capital	-----
" 11	10983	Danville	250,000	R. L. Dibrell	H. L. Boatwright	Enlarging its pow- ers	-----
" 11	10984	Virginia	550,000	L. C. Altamus	D. C. Anderson	Reducing capital	-----
" 11	10986	Roanoke	25,000	James Bruster	James E. Walker	Changing name	-----
" 14	10989	Richmond	16,000	Geo. B. Wilson	A. M. Pullen	Increasing capital	-----
" 14	10990	Roanoke	10,000	J. W. Boswell	R. V. Fowles	Changing name	-----
" 16	10990	Salem	500,000	C. E. Lewis	H. R. Van Dusen	Increasing capital	60 00
" 16	10990	Richmond	75,000	L. L. Scherer	Samuel Cohen	Increasing capital	5 00

The Richmond, Fredericksburg and
Potomac Railroad Company

The Pike County Coal Company

• 18	11007	Baylor-Yarborough, Inc., changed to Baylor's, Inc.	Richmond	80,000	S. M. Baylor	G. B. Baylor	Changing name and increasing capital	
• 21	11017	Culpeper Grocery Company, Inc.	Culpeper	50,000	J. L. Gibbs, V.-Pres.	L. Frank Smith	Increasing capital	
• 24	11028	Maryland Ice Cream Corporation	Norfolk	10,000	R. E. Elliott	H. N. Rogers	Increasing capital	
• 24	11029	The Walford Stationery and Printing Company, Inc.	Richmond	45,000	Geo. W. Walford	J. M. Skinner	Increasing capital and creating preferred	
• 30	11041	Southern Aid Society of Virginia, Inc.	Richmond	30,000	A. D. Price	Thos. M. Crump	Enlarging powers	10 00
• 30	11045	Realty-Insurance Agency, Inc.	Richmond	100,000	C. T. Walters	Geo. M. Davis	Increasing capital	
• 31	11046	Heald Manufacturing Company, Inc.	Lynchburg	100,000	W. M. Heald	S. M. Jones	Changing classes of stock	
• 31	11047	Dixie Guano Company, Inc.	Nansemond Co.	50,000	A. R. Morris	T. H. Birdsong	Changing powers	
Aug. 1	11053	Tyro Lumber and Development Corporation, changed to Tyro River Timber Company, Inc.	Lynchburg	300,000	R. G. Leftwich	L. W. Meeks	Changing name and eliminating provision for preferred stock	
• 1	11054		Richmond	300,000	E. G. Kidd	L. M. Kidd	Name changed	
• 6	11055		Houston	50,000	T. E. Dickerson	W. L. Pittman	Name changed	
• 6	11056		Bristol	500,000	E. H. Kabler	V. T. Grissard	Changed name and increased capital stock	80 00
• 7	11059	The Nail Manufacturing Company, Inc.	Staunton	30,000	John E. Nail	James A. Crum	Increasing capital	
• 7	11070	D. B. Martin Company, Inc., changed to The Record Company, Inc.	Richmond	50,000	Jos. J. Martin	John P. Herr	Changing name and location of principal office	
• 7	11071		Staunton	25,000	J. E. Runnels	C. A. Crowell	Increasing capital	
• 12	11079		Portsmouth	2,000,000	W. C. Corbitt	R. E. Crump	Increasing capital	25 00
• 14	11083		Lexington	300,000	Paul M. Penick	S. O. Campbell	Fixing par value of shares	40 00
• 14	11083		Richmond	125,000	P. C. Christian	Rives Fleming	Increasing capital	
• 15	11089		Norfolk	30,000	Theobald Mueller	Henry C. Banting	Changing name	
• 20	11093		Richmond	220,000	Geo. C. Gale, V.-P.	O. W. Johnson	Reducing capital	
• 20	11098		Charlottesville	15,000	J. B. Andrews	D. B. Calhoun	Increasing capital	
• 20	11099		Norfolk	3,500,000	F. E. Calkins	Henry Gross	Reducing capital	

LIST OF CHARTER AMENDMENTS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment	Charter Fees
Aug. 23	11105	Virginia Central Telephone Company	Dillwyn.....	\$ 5,000	Frank Brown.....	S. W. Trent.....	Changing principal office.....	
" 23	11107	Lacy Springs Stock Show Association, Inc.....	Lacy Springs.....	3,000	Charles J. Brock....	L. B. Morris.....	Enlarging its powers.....	
" 26	11108	Southern Investors Realty Company, Inc.....	Richmond.....	50,000	T. F. Fry.....	Lee Paul.....	Increasing capital and changing principal office.....	
" 26	11111	Stuart Circle Hospital Corporation..	Richmond.....	100,000	Lewis C. Boeber....	Greer Baughman....	Increasing capital.....	\$ 10 00
" 26	11114	Alfalfa Corporation of Virginia, changed to Virginia Alfalfa Corporation..	Richmond.....	70,000	Jas. E. Cuthbert....	E. S. Evans.....	Changing name and reducing capital stock.....	
" 27	11116	George W. Payne Company, Inc.....	Roanoke.....	20,000	Geo. W. Payne.....	E. W. Tinsley.....	Reducing capital stock.....	
" 27	11118		Portsmouth.....	3,000,000	W. C. Corbitt.....	R. E. Crump.....	Increasing capital.....	
" 29	11124		Richmond.....	200,000	F. G. Merrill.....	Harry H. Carlin....	Increasing capital.....	20 00
Sept. 5	11124							
" 5	11135		Richmond.....	50,000		M. S. Rackett.....	Name changed.....	
" 8	11138		Norfolk.....	50,000		T. R. Lupton.....	Increasing capital.....	
" 8	11139		Norfolk.....	75,000		Alfred Schreyer....	Reducing capital.....	
" 9	11142		Richmond.....	50,000	Evans W. Lindsay...	J. C. Williams.....	Creating preferred stock.....	
" 9	11143		Norfolk.....	15,000	Caldwell Hardy....	H. M. Murray.....	Reducing capital.....	
" 11	11147		Alexandria.....	10,000	Oakell S. Whipple...	W. Bartlett Whipple.	Name changed.....	
" 12	11150	changed to The Whipple Company, Inc.....						
" 13	11153		Richmond.....	300,000	Thos. C. Gordon....	B. W. Lipscomb....	Name changed.....	
" 16	11153		Troutdale.....	50,000	H. A. Hoffman.....	John F. Graves.....	Increasing capital.....	
" 18	11162		Richmond.....	50,000	C. C. Walton, Jr....	Jas. B. McComb....	Increasing capital.....	
" 18	11163		Roanoke.....	25,000	H. C. Kelsey.....	J. F. Smith.....	Name changed and reducing minimum.....	
" 18	11164	Price Hardware Company, Inc.....	Pulaski.....	100,000	W. C. Price.....	Harry H. Roberts..	Increasing capital.....	10 00
" 23	11165	Coal Run Land Company.....	Staunton.....	465,315	William G. Low.....	Howard A. Dalton..	Reducing capital.....	98 20
" 23	11166	Rush Creek Land Company.....	Staunton.....	300,040	William G. Low.....	Howard A. Dalton..	Reducing capital.....	40 20

No.	Date	Company Name	City	Capital	Person	Change	Amount
26	11104	G. O. Tuck & Company, Inc.	Lynchburg	50,000	James E. Robinson	H. A. Wells	20 00
1	11276	Kingsport Brick Corporation	Staunton	10,000	Geo. A. Allen	Ludwig E. Keppel	20 00
7	11218	American Furniture Company, Inc.	Danville	80,000	G. O. Tuck	J. M. Edmunds	20 00
13	11233		Bristol	150,000	J. Fred. Johnson	Walter J. Hunter	20 00
13	11241		Martinsville	200,000	A. D. Witten	S. B. Stephens	20 00
15	11247		Richmond	25,000	J. W. Jefferies	R. B. Davis	
17	11262		South Richmond	10,000	T. A. Broadus	F. J. Sampson	
18	11264		Rocky Mount	15,000	N. P. Angle	B. L. Fieber	50 00
18	11264		Petersburg	400,000	J. P. Lewis	S. H. Turner	40 00
18	11255	S. O. Lindeman Advertising Corporation	Richmond	100,000	S. O. Lindeman	Maud C. Eichel	
18	11256	The Submarine Film Corporation	Norfolk	100,000	T. S. Southgate	Geo. M. Williamson	
24	11271	Richmond Tobacco Storage Company, Inc.	Manchester	100,000	T. M. Carrington	E. C. Boudar	10 00
27	11288	Blankenship Furniture Company, Inc.	Lynchburg	50,000	John S. Blankenship	Olin Blankenship	50 00
28	11297	Oriakany Ore and Iron Corporation	Covington	750,000	R. L. Parrish	W. W. Taylor	
31	11301	Oriakany Ore and Iron Corporation	Covington	750,000	R. L. Parrish	W. W. Taylor	
Nov. 5	11310	Staunton Mutual Telephone Company	Staunton	100,000	N. C. Watts	C. E. Taylor	75 00
5	11312	Washington Woolen Mills Company, Inc.	Richmond	300,000	Frederick Julian	James E. Hauronic	45 00
11	11326	Peoples Building Company of Lynchburg	Fredericksburg	100,000	John C. Melville	H. A. Whitbeck	
13	11333		Lynchburg	500,000	E. C. Ivey	S. W. Patterson, Jr.	80 00
13	11336		Hurley	100,000	W. M. Ritter	James L. Hamill	
13	11357	America, Inc., changed to Capital Paint Company, Inc.	Alexandria	200,000	Joe F. Symington	W. G. Hoffman, Jr.	
14	11358	Laurel Fork Telephone Company	Laurel Fork	20,000	W. F. Bransome	J. E. Bowman	

LIST OF CHARTER AMENDMENTS—CONTINUED.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Character of Amendment	Charter Fees
Nov. 18	11353		Big Stone Gap..	\$ 300,000	A. K. Morrison	J. G. Nesbit	Enlarging powers.	20 00
" 19	11357		Bristol.....	250,000		Walker J. Hunter	Increasing capital.	20 00
" 20	11359		Suffolk.....	150,000		M. M. Watkins	Increasing capital and changing of- fice location....	20 00
" 21	11361							
" 25	11369		Richmond.....	250,000	E. S. Evans	E. W. Warren	Changing name and powers....	10 00
" 26	11377		Lynchburg.....	30,000	R. D. Martin	J. McCabe	Increasing capital.	10 00
" 26	11375		Richmond.....	100,000	L. F. Hudson	H. H. Vaden	Increasing capital.	10 00
Dec. 1	11389		Richmond.....	80,000,000	George O. Knapp	W. M. Flook	Increasing capital.	10 00
" 2	11393		Covington.....	300,000	Jno. S. Ham	H. A. Dalton	Changing class of stock.....	10 00
" 2	11395		Norfolk.....	100,000	F. H. Hobbs	B. W. Leigh	Increasing capital.	10 00
" 4	11400		Alexandria.....	50,000	Win. Gibson	Smith Cecil	Increasing capital.	20 00
" 5	11401		Richmond.....	200,000	J. F. Biggs	H. C. Valentines	Increasing capital.	20 00
" 9	11413		Richmond.....		Mrs. W. A. Harris	Mrs. R. E. Gaines	Enlarging powers.	20 00
" 13	11424		Richmond.....	300,000	J. S. Gillespie, V-P	B. W. Stray	Reducing capital.	40 00
" 16	11425		Richmond.....	15,000	P. L. Conquest, Jr.	L. T. W. Marys	Creating preferred.	20 00
" 19	11442		Richmond.....	25,000	N. Rutenberg	G. C. Talbot	Increasing capital.	20 00
" 23	11448		Alexandria.....	4,000,000	W. H. White	Norman Call	Changing princi- pal office....	20 00
" 23	11449		Lynchburg.....	915,000	H. E. McWane	L. W. Walsh	Increasing capital.	20 00
" 26	11458		Richmond.....	500,000	Lilburn T. Myers	A. P. Adams	Reducing capital.	20 00
" 26	11459		Staunton.....	200,000	M. W. Mercereau	W. A. Payne	Increasing capital.	20 00
" 31	11467		Staunton.....	50,000	C. N. Hiner	C. H. Powers	Increasing capital.	20 00
" 31	11470		Norfolk.....	15,000	John B. Rorer	E. H. Rorer	Name changed....	20 00
" 31	11470		Richmond.....	24,000,000	Geo. L. Storm, V-P.	Gray Miller	Reducing capital.	20 00

LIST OF MERGERS

Issued by the State Corporation Commission from 1st January to 31st December, 1913, Inclusive.

Location of Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Richmond.....	\$ 10,000,000	J. W. Crews, V.P.	A. P. Crews- shaw, Asst.	.....
Charlottesville.	700,000	P. C. Todd.....	E. E. Starke...	.....
Newport News..	500,000	C. Loomis Allen...	William Stew- art.....	.....

LIST OF REVIVALS

Issued by the State Corporation Commission from 1st January to 31st December, 1913, Inclusive.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary	Charter Fees
Feb. 25	10517	.....	Norton.....	\$ 50,000	L. O. Pettit.....	E. J. Prescott.....	\$ 10 00
Apr. 3	10513	.....	Big Stone Gap.....	25,000	.....	.....	10 00
May 2	10725	.....	Staunton.....	50,000	.....	.....	10 00
May 23	10606	.....	Norton.....	15,000	.....	.....	10 00
July 26	10535	.....	Norfolk.....	10,000	.....	.....	10 00
Aug. 7	11106	.....	Bedford City.....	50,000	W. A. Falconer.....	Geo. W. Johnson.....	10 00

CLASSIFIED LIST OF CHARTERS

Issued by the State Corporation Commission from 1st January to 31st December, 1913, Inclusive.
Banking Corporations.

Date	No.	NAME	Location Principal Office	Maximum Capital Stock	President	Secretary
Sept. 30	11272	Bank of Alberta, Inc.	Alberta	\$ 50,000	Chas. W. Barrow	J. L. Jones.
Apr. 8	10623	Bank of Big Island, Inc., The	Big Island	20,000	G. E. Vaughan	Paul Dupont
Apr. 14	10642	Bank of Brownsburg, Inc.	Brownsburg	25,000	R. L. Patterson	H. T. Rees
Oct. 28	11294	Bank of Cedar Bluff, Inc., The	Cedar Bluff	50,000	W. E. Handy	J. J. Moore
Dec. 1	11386	Citizens Bank of Kinzale, Inc., The	Kinzale	25,000	H. W. B. Williams	Chas. E. Thomas
Feb. 18	10428	Bank of Dungannon, Inc.	Dungannon	50,000	J. H. McCue	W. F. C. Blackwell
June 10	10859	Bank of Glasgow, Inc.	Glasgow	15,000	B. E. Vaughan	R. G. Paxton
Sept. 23	11176		Millboro	25,000	A. J. Revercomb	A. F. Johnson
Apr. 26	10705		New Hope	25,000	H. G. Baylor	W. F. Fretwell
Mar. 25	10574		Union Level	20,000	L. H. Hayes	C. P. Jones
Mar. 31	10581		Nickelsville	15,000	J. F. Sutton	J. A. Bond
May 31	10825		Montross	50,000	R. H. Stuart	J. W. Hutt
Feb. 11	10404		Radford	35,000	John G. Ashborne	John L. Einstein
Apr. 30	10723		Chesterfield co.	50,000	F. P. McConnell	J. E. Norvell
Jan. 14	10296		Remington	25,000	R. L. Willis	H. Hamilton
Oct. 22	11282		West Point	50,000	P. B. Hughes	Walter Sparklin
		Total, 16 Banking Corporations.				

Building and Loan Corporations.

ions.

Telephone and Telegraph Corporations.

Apr. 3	10607	.....	Springdale.....	\$	5,000	N. O. Cole.....	Mrs. J. A. Arendall
June 25	10933	.....	Bagdad.....		5,000	J. P. Campbell.....	Mrs. J. P. Campbell
Feb. 26	10405	.....	Carson.....		2,500	W. T. Saunders.....	J. D. Wilkerson
Dec. 9	11412	.....	Zepp.....		5,000	C. M. Orndorff.....	M. L. Swarts
Mch. 21	10503	.....	Midland.....		5,000	J. R. Carter.....	D. J. Brown
Aug. 27	11117	.....	Stuart.....		4,968	H. L. Wimbish.....	W. M. Tatum
Mch. 18	10544	.....	Herndon.....		5,000	J. Eads Miller.....	W. M. McNair
Dec. 26	11462	.....	Norfolk.....		25,000	L. S. Blades.....	C. W. Grice
May 16	10780	.....	Stuart.....		4,968	M. F. Walls.....	C. L. Ayers
		Total, 9 Telephone Corporations.					

Transportation Corporations.

Aug. 22	11102	.....	Chincoteague.....	\$	10,000	H. W. Conant.....	C. E. Birch
June 4	10847	.....	Norfolk.....		100,000	Lewis Fuerstein.....	C. J. Whitchard
Feb. 23	10463	.....	Norfolk.....		25,000	C. T. Hobart.....	Leon C. Steele
Oct. 15	11245	.....	Mt Vernon.....		3,000,000	F. H. Treat.....	J. B. Hoellman
		Total, 4 Transportation Corporations.					

Water, Heat, Light, Power and Gas Corporations.

Dec. 9	11410	.....	Chincoteague.....	\$	50,000	Henry Conant.....	Wm. B. Derrickson
Feb. 28	10481	.....	Clarksville.....		50,000	W. T. Wimbish.....	H. M. Wimbish
Mch. 29	10383	.....	Charlottesville.....		400,000	F. C. Todd.....	W. A. Perkins
Feb. 12	10413	.....	Remington.....		5,000	J. T. Morton.....	E. T. Humphries
Apr. 15	10658	.....	Norfolk county.....		5,000	J. W. Holstead.....	W. C. DeFord
Mch. 11	10615	.....	Rosnoke.....		50,000	C. L. Stearnes.....	H. M. Fox
May 19	10792	.....	Clifton Forge.....		500,000	W. G. Mathews.....	A. C. Ford
		Total, 7 Water, Heat, Light, Power and Gas Corporations.					

CLASSIFIED LIST OF CHARTERS—CONTINUED.

Mutual Corporations.

Location Principal Office	Maximum Capital Stock	President	Secretary
Charlottesville..... Norfolk.....	A. D. Dabney..... F. B. Royster.....	E. C. McCarty H. H. Tribe
Strasburg..... Newport News.....	A. C. Stickley..... Jos. Rayner.....	A. C. Machie J. H. Rich
Richmond..... South Boston..... Brookneal..... Rocky Mount..... Norfolk.....	F. R. Williams..... E. W. Willingham..... R. D. Williams..... N. P. Angle..... W. E. Driver.....	G. A. Weber John D. Evans C. A. Howard T. G. Perdue Ethel Niely

Social and Beneficial Corporations.

June 4	10840	Roanoke.....	be.	Benjamin Bondaroffi...	
Apr. 9	10865	Norfolk.....	...		
Apr. 26	10719	Richmond.....	...		
Dec. 22	10886	Norfolk.....	...		
Dec. 2	11391	Portsmouth.....	...		
Oct. 13	11240	Portsmouth.....	...		
Oct. 1	11208	Smithfield.....	...		
July 28	11039	Richmond.....	...		
Apr. 10	10836	Norfolk.....	...		
July 10	10978	Hanover.....	...		
Mar. 28	10579	Montross.....	...		
July 11	10982	Richmond.....	...		
May 31	10690	Norfolk.....	...		
Apr. 2	10808	Richmond.....	...	A. E. Broden.....	
July 23	11018	Williamsburg.....	...	W. G. Tyler.....	S. W. Lacy Mrs. W. Roy Charles Morris C. W. Noel Maggie Claiborne David Baker D. J. Roberts
July 31	11016	Danville.....	...		
Mar. 18	10649	Roanoke.....	...		
Apr. 8	10621	Richmond.....	...		
Apr. 14	10646	Norfolk.....	...		
Nov. 18	11248	Norfolk.....	...		

June 23	10918	Tuscarora Club.....	.....	Danville.....	.....	Eugene Withers.....	W. T. Swann
Feb. 20	10442	.....	.....	University of Virginia.....	.....	T. Gibson Hobbs.....	Jno. A. McNaughton
" 21	10448	.....	.....	Richmond.....	.....	S. H. Bright.....	W. D. Bowen
Mar. 20	10557	.....	.....	Richmond.....	.....	Benjamin Lovenstein.....	A. E. Hirschberg
		Total, 24 Social and Beneficial Corporations.					

Benevolent, Charitable and Literary Corporations.

Sept. 29	11199	Blue Ridge Industrial School.....	Richmond.....	.....	R. A. Gibson.....	Geo. P. Mayo
Nov. 7	11318	Christian Hope Society, The.....	Rice.....	.....	F. R. Wiley.....	William Booker
Apr. 21	10676	Danville Lodge No. 952, Loyal Order of Moose.....	Danville.....	.....	Wm. C. Lomhoff.....	C. H. Sheppard
May 8	10751	Danville Society for the Prevention of Cruelty to Animals, Inc.....	Danville.....	.....	D. S. Harrison.....	A. M. Francisco
Oct. 13	11238	Eureka Lodge Number 5 Improved Benevolent Protective Order Elks of the World.....	Norfolk.....	.....	Jacob Spencer.....	J. H. Whitaker
Nov. 13	11231	Excelsior Benevolent Society of Virginia.....	Portsmouth.....	.....	Henry Wallace.....	Thomas Greene
July 23	11021	.....	Norfolk.....	.....	Henry McGee.....	George Langley
Mar. 15	10538	.....	Petersburg.....	.....	Archer Robinson.....	Samuel Jones
Nov. 13	11334	.....	Acorn.....	.....	Aaron Johnson.....	Cassie Lee
Sept. 29	11200	.....	Covington.....	.....	G. F. Rogers.....	Thos. Semmes
Apr. 14	10650	.....	South Norfolk.....	.....	O. R. Upton.....	G. G. Buffalo
Sept. 3	11130	.....	Norfolk.....	.....	Emma V. Kelley.....	Emma L. Cherry
Feb. 19	10437	.....	Portsmouth.....	.....	John Pierce.....	Wm. E. Steele
Dec. 17	11347	.....	Richmond.....	.....	Giles B. Jackson.....	H. H. Price
Feb. 25	10458	.....	Norfolk.....	.....	A. J. Smith.....	R. A. Robinson
June 5	10852	.....	Toms Creek.....	.....	John Sigda.....	Antoni Gumiela
Nov. 14	11339	.....	Portsmouth.....	.....	L. B. Whatley.....	C. F. Joyner
Feb. 7	10396	.....	Richmond.....	.....	Chas. R. Morris.....	J. R. Pollard
Oct. 23	11268	.....	Richmond.....	.....	Jas. E. Haight.....	William White
Mar. 20	10555	.....	Coeburn.....	.....	W. P. Smith.....	C. C. Mattison
Oct. 13	11234	.....	Norfolk.....	.....	Chas. L. Dell.....	Lucius Roberts
May 14	10764	.....	Accomack.....	.....	B. Kellam.....	J. H. Edwards
Nov. 3	11307	.....	Vienna.....	.....	Alma DeLane Helm.....	E. W. Pierce
Mar. 6	10506	.....	Yorktown.....	.....	H. R. Hatfield.....	Mrs. Carroll VanNess
Total, 24 Benevolent, Charitable and Literary Corporations.						

Recapitulation of Charters Issued

COUNTY	LOCATION	Number in each Location	Total in County
Accomac.....	Accomac.....	1	
	Chincoteague.....	3	
	Keller.....	1	
	Oak Hall.....	1	
	Onancock.....	1	
	Temperanceville.....	1	8
Albemarle.....	Charlottesville.....	11	
	Crozet.....	1	
	Esmont.....	2	
	University.....	2	17
Alexandria.....	Alexandria.....	39	
	Alexandria C. H.....	1	
	Clarendon.....	1	
	Potomac.....	1	
	Relee.....	1	
	Rosslyn.....	6	49
Alleghany.....	Clifton Forge.....	2	
	Covington.....	4	
	Savannah.....	1	7
Amherst.....	Amherst.....	1	1
Augusta.....	Basic City.....	2	
	New Hope.....	1	
	Spottswood.....	1	
	Staunton.....	14	
	Waynesboro.....	3	21
Bath.....	Hot Springs.....	1	
	Millboro.....	1	2
Bedford.....	Bedford.....	1	
	Big Island.....	1	
	Moneta.....	1	3
Brunswick.....	Alberta.....	2	
	Brodnax.....	1	
	Lawrenceville.....	4	7
Buchanan.....	Grundy.....	1	1
Buckingham.....	Arvonnia.....	1	
	Dillwyn.....	2	3
Campbell.....	Brookneal.....	2	
	Lynchburg.....	27	29
Caroline.....	Bagdad.....	1	1
Carroll.....	Hillsville.....	1	
	Sylvatus.....	1	2
Charlotte.....	Formosa.....	1	
	Phenix.....	1	2
Chesterfield.....		2	2
Craig.....	Blue Healing Springs.....	1	
	New Castle.....	1	2
Culpeper.....	Culpeper.....	3	3
Cumberland.....	Ashby.....	1	
	Cumberland C. H.....	1	2
Dickenson.....	Clintwood.....	2	2
Dinwiddie.....	Carson.....	1	
	Dinwiddie.....	1	
	Petersburg.....	25	27
Elizabeth City.....	Hampton.....	2	
	Phoebus.....	2	4
Fairfax.....	Herndon.....	1	
	Piney Park.....	1	
	Vienna.....	1	3
Fauquier.....	Midland.....	1	
	Remington.....	2	
	Warrenton.....	2	5
Floyd.....	Floyd.....	1	1
Fluvanna.....	Fork Union.....	1	
	Wildwood.....	1	2
Franklin.....	Rocky Mount.....	2	2
Frederick.....	Kernstown.....	1	
	Winchester.....	4	5

RECAPITULATION OF CHARTERS ISSUED.—CONTINUED.

COUNTY	LOCATION	Number in each Location	Total in County
Grayson.....	Galax.....	1	
	Troutdale.....	1	2
Greensville.....	Emporia.....	2	2
Giles.....	Mountain Lake.....	1	
	Narrows.....	1	2
Gloucester.....	Gloucester C. H.....	1	1
Halifax.....		1	
	Houston.....	1	
	South Boston.....	7	
	Springdale.....	1	10
Hanover.....	Ashland.....	3	
	Hanover.....	1	
	Old Church.....	1	5
Henrico.....		3	
	Dumbarton.....	1	
	Richmond.....	215	219
Henry.....	Martinsville.....	3	3
Highland.....	Monterey.....	1	1
Isle of Wight.....		1	
	Battery Park.....	1	
	Smithfield.....	2	
	Walters.....	1	5
James City.....	Williamsburg.....	1	1
King George.....	Mathias Point.....	1	1
King William.....	Mangohick.....	1	
	West Point.....	6	7
Lancaster.....	Irvington.....	2	
	Litwalton.....	1	
	White Stone.....	1	4
Lee.....	Pennington Gap.....	2	2
Loudoun.....		1	
	Bluemont.....	1	
	Leesburg.....	3	5
Louisa.....	Fredericks Hall.....	1	
	Louisa.....	2	
	Mineral.....	2	5
Lunenburg.....	Kenbridge.....	3	
	Victoria.....	2	5
Mecklenburg.....	Chase City.....	1	
	Clarksville.....	1	
	Jumbo.....	1	
	South Hill.....	1	
	Union Level.....	1	5
Montgomery.....	Blacksburg.....	2	
	Christiansburg.....	1	
	Radford.....	4	
	Shawsville.....	1	8
Nansemond.....	Holland.....	2	
	Suffolk.....	11	13
Nelson.....	Shipman.....	1	1
Norfolk.....		3	
	Expo.....	1	
	Fentress.....	1	
	Money Point.....	1	
	Norfolk.....	183	
	Portsmouth.....	21	
	South Norfolk.....	2	212
Northampton.....	Exmore.....	1	1
Northumberland.....	Crocketts Creek.....	1	
	Reedville.....	1	2
Nottoway.....		1	1
Orange.....	Orange.....	4	
	Wilderness.....	1	5
Patrick.....	Stuart.....	4	4
Pittsylvania.....	Chatham.....	5	
	Danville.....	13	
	Sandy Level.....	1	19
Prince Edward.....	Prospect.....	1	
	Rice.....	1	2
Prince William.....	Manassas.....	4	4
Prince Anne.....	Princess Anne C. H.....	1	
	Virginia Beach.....	2	3

RECAPITULATION OF CHARTERS ISSUED—CONTINUED.

COUNTY	LOCATION	Number in each Location	Total in County
Pulaski.....	Dublin.....	1	
	Pulaski.....	3	4
Roanoke.....	Roanoke.....	71	
	Salem.....	5	76
Rockbridge.....	Brownsburg.....	1	
	Buena Vista.....	1	
	Glasgow.....	1	
	Lexington.....	2	5
Rockingham.....	Harrisonburg.....	5	5
Russell.....	Castlewood.....	2	2
Scott.....	Dungannon.....	1	
	Nickelsville.....	1	
	Gate City.....	1	3
Shenandoah.....	Strasburg.....	3	
	Zepp.....	1	4
Smyth.....	Marion.....	2	2
Southampton.....	Boykins.....	1	
	Franklin.....	1	
	Newsoms.....	1	
	Sedley.....	1	4
Spotsylvania.....	Fredericksburg.....	6	6
Sussex.....	Jarratt.....	1	
	Sussex.....	1	
	Waverly.....	1	3
Tazewell.....	Cedar Bluff.....	1	
	Falls Mills.....	1	
	Graham.....	1	
	North Tazewell.....	2	
	Pocahontas.....	3	
	Richlands.....	1	
	Tazewell.....	1	10
Warren.....	Front Royal.....	3	3
Warwick.....	Newport News.....	7	7
Washington.....		1	
	Abingdon.....	4	
	Bristol.....	20	
	Damascus.....	1	
	Emory.....	1	
	Glade Spring.....	1	28
Wise.....	Appalachia.....	4	
	Big Stone Gap.....	5	
	Coenurn.....	4	
	Norton.....	4	
	St. Paul.....	1	
	Tacoma.....	1	
	Toms Creek.....	1	20
Westmoreland.....	Acorn.....	1	
	Kinsale.....	1	
	Montross.....	2	
	Oak Grove.....	1	5
Wythe.....	Wytheville.....	2	2
York.....	Yorktown.....	2	2
79 Counties.....	Total number of charters issued in 192 localities.....		964

STATEMENT

Of Corporations Chartered Under the Laws of States and Countries other than the State of Virginia, by Complying with the Requirements of Sections 1104 and 1106 of the Code of Virginia for 1887, as Amended and Re-enacted by an Act of the General Assembly, approved 15th May, 1903, and Licensed by the State Corporation Commission During the Year 1913.

Date Entered 1913	NAME OF COMPANY	Chartered Under Laws of
Jan. 14	S. M. Hess & Bro., Inc.	New Jersey
" 17	Foreman-Derrickson Veneer Company	North Carolina
" 18	United Cigar Stores Company	New Jersey
" 22	Virginia Tale and Soapstone Company	West Virginia
" 23	Kentucky Live Stock Insurance Company	Kentucky
" 27	Columbia Insurance Company	New Jersey
" 30	Mellon & Taylor Construction Company	Kentucky
Feb. 4	Maryland Motor Car Insurance Company	Delaware
" 12	Hardwood Package Company	Pennsylvania
" 12	National Hydraulic Construction Company	New Jersey
" 18	Coweta Fertiliser Company	Georgia
" 19	Keystone National Power Company	Pennsylvania
" 19	Roanoke Coaster Company	Kentucky
" 21	First National Fire Insurance Company of the United States	District of Columbia
Feb. 7	The Callahan Construction Company	Tennessee
" 12	County Fire Insurance Company of Philadelphia	Pennsylvania
" 17	Falls City Construction Company	Kentucky
Apr. 4	Giant Portland Cement Company	Delaware
" 8	The Tidewater Timber Company	Maryland
" 16	Dow Wire and Iron Works	Kentucky
" 16	W. D. Lewis Company	New Jersey
" 23	Pittsburg Manganese Company	Delaware
" 23	Wyatt Coal Company	West Virginia
" 23	Rumford Chemical Works	Rhode Island
" 25	Riverview Plantation, Inc.	New York
May 6	F. L. Doggett Company	Massachusetts
" 8	Griffith and Boyd Company of Baltimore City	Maryland
" 19	General Chemical Company	New York
June 4	Virginia Stave Company	New York
" 4	The Wallace Wilson Hosiery Company	Pennsylvania
" 4	Hammett Fireproofing Company	District of Columbia
" 6	Library Bureau	Massachusetts
" 9	American Fruit Company	West Virginia
" 10	J. B. Hoskins Lumber Company of Baltimore City	Maryland
" 11	The Ohio C. Barber Fertiliser Company	Ohio
" 12	Old Virginia Coal Company	Tennessee
" 18	Rasin Monumental Company of Anne Arundel County	Maryland
" 19	Childs Company of Providence	Rhode Island
" 26	General Manufacturing Company	Pennsylvania
" 28	Detroit National Fire Insurance Company	Michigan
July 1	The Masonic Protective Association	Massachusetts
" 2	J. E. Latham Company	North Carolina
" 3	Williams-Kneeland Company	Massachusetts
" 11	W. A. M. Amusement Company	New York
" 23	The Red Ash Pocahontas Coal Company	Ohio
" 26	Hilgartner Marble Company of Baltimore City	Maryland
" 30	Lucius Engineering Company	New Jersey
" 31	Chamberlin Metal Weather Strip Company	Michigan
Aug. 1	John T. Lewis and Brother	Pennsylvania
" 6	Tri-State Lumber Company	Pennsylvania
" 6	Martin Fertiliser Company	New Jersey
" 11	Anguera Lumber Company	Illinois
" 11	Daily & Fowler Manufacturing Company	Pennsylvania
" 14	J. C. Pearson Company, Inc.	Massachusetts
" 20	Hewitt Construction Company	North Carolina
" 20	Philadelphia Hardwood Lumber Company, Inc.	Delaware
" 28	Hoge and Luebker Company	District of Columbia
Sept. 9	R. B. Horn Company	North Carolina
" 10	The Reinach Company, Inc.	Massachusetts
" 19	Borden's Condensed Milk Sales Company	New York
Oct. 13	Mosaic Templars of America	Arkansas
" 3	Doggett-Daughtry Company	Tennessee
" 16	Railway Mail Association	New Hampshire
" 24	The Huntington Handle Company	West Virginia
" 27	Union Lumber Company	West Virginia

STATEMENT OF CORPORATIONS CHARTERED UNDER THE LAWS OF STATES AND COUNTIRES OTHER THAN THE STATE OF VIRGINIA—CONTINUED.

Date Entered 1913	NAME OF COMPANY	Chartered Under Laws of
Nov. 3	Southern Photoplay Theatres Company.....	Delaware
" 13	Southern Drainage and Construction Company.....	North Carolina
" 17	Thompson & Moseley, Inc.....	North Carolina
" 17	Illinois Sewing Machine Company.....	Illinois
" 17	The Blue Ridge Heights Company.....	Maryland
" 21	The Pennsylvania Steel Company.....	Pennsylvania
" 26	The Ridgely Protective Association.....	Massachusetts
Dec. 8	The Ohio Tailoring Company.....	Ohio
" 13	The Hooper Brothers Shoe Stores Company.....	Maryland
" 13	Indian Refining Company.....	Maine
" 16	Cott Printing and Indexing Company.....	Ohio
" 16	National Fire Proofing Company.....	Pennsylvania
" 17	Nederlandsch Americansche Fruittseelt Maatschoppy "Virginia" (Dutch American Orchard Company) "Virginia".....	The Netherlands

STATEMENT

Of Amendments to the Charters of Corporations Chartered under Laws of States and Countries other than the State of Virginia by Complying with the Requirements of Sections 1104 and 1105 of the Code of Virginia for 1887, as amended and Re-enacted by an Act of the General Assembly approved 15th May, 1903, and Licensed by the State Corporation Commission during the year 1913.

Date Issued 1913	NAME OF COMPANY	Chartered Under Laws of
Jan. 4	The Williamsburg City Fire Insurance Company.....	New York
Feb. 27	Citizens Fire Insurance Company.....	West Virginia
Mch. 12	Miamis Motor Works.....	Connecticut
" 12	The National Life and Accident Insurance Company.....	Tennessee
" 14	American Surety Company of New York.....	New York
" 18	Jefferson Cooperage Company.....	West Virginia
" 20	The Schwartz Company, Inc.....	New York
Apr. 14	Klots Throwing Company.....	New Jersey
" 17	The Surburg Company.....	New Jersey
" 24	Glens Falls Insurance Company.....	New York
May 13	R. J. Reynolds Tobacco Company.....	New Jersey
" 23	Fireman's Fund Insurance Company.....	California
" 23	Pan American Life Insurance Company.....	Louisiana
July 3	L. K. Comstock & Company.....	New York
" 3	Illinois Surety Company.....	Illinois
" 28	New Brunswick Fire Insurance Company.....	New Jersey
Sept. 13	Galena Signal Oil Company.....	Pennsylvania
" 16	Williams-Kneeland Company.....	Massachusetts
" 22	The Baldwin Piano Company.....	Ohio
Oct. 13	Thomas Cusack Company.....	New Jersey

**Number of Charters, Amendments to Charters, Mergers and Revivals
Issued by the State Corporation Commission During the Years
1912 and 1913.**

	1912	1913
Charters.....	883	964
Amendments to charters.....	190	231
Mergers.....	8	3
Revivals.....	4	6
	<u>1,085</u>	<u>1,204</u>
Increase over 1912.....		119

Recapitulation

*Number of Corporations Licensed to do Business in Virginia, but Chartered in Other
States and Foreign Countries.*

CHARTERED IN OTHER STATES.

Arkansas.....	1
Delaware.....	5
Georgia.....	1
Illinois.....	2
Kentucky.....	5
Maine.....	1
Maryland.....	7
Massachusetts.....	7
Michigan.....	2
New Jersey.....	7
New York.....	5
New Hampshire.....	1
North Carolina.....	6
Ohio.....	4
Pennsylvania.....	10
Rhode Island.....	2
Tennessee.....	3
West Virginia.....	5
	<u>74</u>

CHARTERED BY UNITED STATES GOVERNMENT.

Act of Congress.....	3
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CHARTERED IN FOREIGN COUNTRIES.

The Netherlands.....	1
Total.....	<u>78</u>

Recapitulation

Number of Amendments to Licenses Issued to Corporations Licensed to do Business in Virginia, but Chartered in Other States and Foreign Countries.

CHARTERED IN OTHER STATES.	
California.....	1
Connecticut.....	1
Illinois.....	1
Louisiana.....	1
Massachusetts.....	1
New Jersey.....	5
New York.....	5
Ohio.....	1
Pennsylvania.....	1
Tennessee.....	1
West Virginia.....	2
Total.....	20
CHARTERED BY UNITED STATES GOVERNMENT.	
None.	
CHARTERED IN FOREIGN COUNTRIES.	
None.	
Total.....	20

Statement

Showing Aggregate Amount of Tax on Domestic Charters and Licenses to Foreign Corporations Entering the State of Virginia, for the Years Ending December 31, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912 and 1913.

	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
Domestic charters-----	\$12,217 00	\$19,683 00	\$21,761 00	\$31,113 00	\$31,511 00	\$17,124 00	\$26,634 00	\$29,011 00	\$29,001 00	\$31,500 80	\$ 32,823 00
Foreign Corporations-----	7,207 00	47,482 75	8,601 00	15,941 00	10,424 00	7,839 00	12,391 00	14,507 00	28,412 00	24,145 00	18,795 50
Total-----	\$19,424 00	\$67,165 75	\$30,362 00	\$47,054 00	\$41,935 00	\$24,963 00	\$39,025 00	\$43,518 00	\$57,413 00	\$55,645 80	\$ 51,618 50

In 1913, receipts from domestic charters show an increase of \$1,322.20 over 1912, and foreign licenses a decrease of \$5,349.50 from 1912. Total receipts from domestic charters and licenses to foreign corporations in 1913 were \$4,027.30 less than in 1912.

Total Receipts from Clerk's Office
Amount Collected and Turned into State's Treasury.

January.....	\$ 701 33	
February.....	634 00	
March.....	692 52	
April.....	754 17	
May.....	699 50	
June.....	648 05	
July.....	616 25	
August.....	472 75	
September.....	477 25	
October.....	587 75	
November.....	510 25	
December.....	758 50	
Total collections turned into treasury.....		\$ 7,552 32
Distributed as follows:		
Seals.....	\$ 1,622 00	
Issuing and certifying.....	5,110 00	
Copies.....	713 42	
Fines.....	75 00	
Costs.....	31 90	
Total.....		\$ 7,552,32

COMMONWEALTH OF VIRGINIA

Department of the State Corporation Commission

**Rules and Regulations Relating to Storage, Demurrage and
Car Service in Virginia.**

Prepared and Prescribed by the State Corporation Commission

As Amended January 29, 1908

In effect on and after the 15th day of March, 1908

PREAMBLE.

Legal and Saturday half-holidays excluded.

All storage, demurrage and car service charges, and all car detention charges, shall be as prescribed in these rules. Nothing in these rules shall apply to shipments of live stock and perishable freight, which shipments shall be governed by the statutes now in force, with such additional requirements as may be ordered by the commission from time to time. In all computation of time under these rules, Sundays and legal holidays are to be excluded; also, except where otherwise provided in the rules, the Saturday half-holiday of twelve hours, beginning at 12:00 o'clock noon.

Each rule to apply separately.

In computing time under these rules, each rule must be treated as separate and distinct, and the charges and penalties should be arrived at accordingly. For example: Although a shipment may have been carried in less than the maximum time allowed by Rule II., such circumstance will not warrant a carrier in applying the difference between such time and the said maximum time as a deduction from the time provided for in the operation of any other rule.

RULE I.

Ordering cars by shippers, and furnishing cars by railroads.

When a shipper makes verbal or written application to a railroad company through the agent in charge at point of shipment for a car or cars,

to be loaded with any kind of freight embraced in the tariffs of said company, stating in said application the station or siding at which such car or cars are to be placed, the character of the freight and its final destination, the railroad company, shall furnish same within four days from seven o'clock A. M., the day following such application.

Or when the shipper making such application specifies a future day on which he desires to make a shipment, giving not less than four days' notice thereof computing from seven o'clock A. M. the day following such application, the railroad company shall furnish such car or cars on the day specified in the application.

Record of orders for cars.

Railroad agents shall keep and preserve a daily record of such applications for cars, showing them in consecutive order and the dates on which received; which record shall always be open to public inspection during business hours.

Penalty for delay in furnishing cars ordered; claims for failure to furnish cars promptly.

For failure to comply with this rule, the company so offending shall forfeit and pay either to the shipper, or his assignee, in writing having a substantial interest, the sum of \$1.00 per car per day or fraction of a day, for delay after expiration of free time, upon demand in writing made within thirty days from the time the car is furnished, provided it be furnished within thirty days from the expiration of free time. If not so furnished within thirty days from the expiration of the free time, the claimant may file such demand in writing within sixty days from the expiration of the free time, and having so done, shall be entitled to recover of the carrier one dollar per car for each and every day such default may continue, counting from the expiration of the free time.

Grain doors to be supplied when necessary.

When for the safe transportation of carload shipments of grain, feed or similar property in bulk grain doors are necessary, railroad companies shall furnish such doors of sufficient quantity and strength for that purpose, or in lieu thereof, shall allow to shipper for furnishing suitable lumber and applying same to side door openings, not exceeding six in number for each car, at the rate of not less than forty cents each. When impossible to procure at the shipping point suitable material for grain doors, the railroad companies shall, upon receipt of reasonable evidence from shipper of that fact, arrange to supply sufficient suitable lumber, or grain doors, to meet the shipping requirements of such shipper so circumstanced, and the shipper shall account for and be responsible to the railroad companies for proper use thereof. This refers to side doors only, and any delay in loading occasioned by failure to comply promptly shall be added to the free time for loading.

Exception to Rule I.

This rule shall not apply to shipments of coal and coke from mines and ovens, ore and fluxing limestones; nor to delays arising from causes not within the power of the carrier to prevent, but delays arising from such

causes shall be added to and counted as additional free time. No failure of the carrier to provide the rolling stock reasonably necessary for the discharge of its public duties shall be construed to be a cause of delay not within the power of the carrier to prevent.

RULE II.

Time for transporting freight; penalties for failure to transport within time provided.

(a) When freight, in proper condition, either in carloads, or less is tendered to a railroad company for a point on its own road, or for a point beyond its road to which it forms part of a through route, and correct shipping instructions given, the railroad agent must immediately receive the same for shipment and issue bills of lading therefor. When so received, shipments must be carried forward over each road which handles them at the rate of not less than fifty (50) miles per day of twenty-four hours, computing from seven o'clock A. M. the day following receipt of shipment at point of origin; but, where the length of haul over any railroad is less than fifty miles, the allowance of time for movement over such railroad shall not be less than twenty-four hours. For failure to receive and transport such shipment, within the time prescribed, the railroad company or companies so offending shall forfeit and pay to the consignee, or his assignee, in writing having a substantial interest, for time during which delay continues, the sum of \$1.00 per car per day, or fraction thereof, on all carload freight, and one cent per hundred pounds per day, or fraction thereof, on freight in less than carloads, with minimum charge of five (5) cents for any one package, upon demand in writing by such claimant. In computing the time of freight in transit, there shall be allowed twenty-four hours at each junction point where transfer from one railroad to another is involved (said time to be equally divided between the roads affected); and twenty-four hours for the rehandling of freight at any other point from one car to another, where necessary. The Saturday half-holiday shall not be deducted under this rule.

When additional free time allowed for transporting.

The period during which the movement of freight is suspended on account of accident, or for necessary repairs at junction points where transfer from one railroad to another is involved, or any cause not within the power of the railroad company to prevent shall be added to the free time allowed in this rule, and counted as additional free time.

Filing Claims under Rule II.

(b) Claims for delays in shipments moving over more than one line shall be first filed within the terminal line, and, if that line denies responsibility for the delay or any part thereof, it shall report promptly to the claimant all the particulars of the movement over its own line; and, if it appears from such report that the delay or part thereof occurred on some other line or lines, the claimant may file separate claim or claims against such other line or lines apparently responsible for the delay, and may recover from the line or lines found to be responsible the amount or amounts due under these rules, or any of them.

RULE III.

Notice to consignee of arrival; information to be given in notice; penalties for failure to notify consignee within time provided.

(a) Railroad companies shall, within twenty-four hours after arrival of shipments, give notice by mail or otherwise, to consignee of the arrival of shipments, together with the weight and amount of freight charges due thereon, and where goods or freight in carload quantities arrive, such notice shall contain also identifying numbers, letters and initials of the car or cars, and if transferred in transit, the number and initials of the car in which originally shipped. Any railroad company failing to give such notice shall forfeit and pay, either to the consignee or his assignee in writing having a substantial interest, the sum of \$1.00 per car per day, or fraction of a day's delay, on all carload shipments, and one cent per hundred pounds per day, or fraction thereof, on freight in less than carloads, with minimum charge of five (5) cents for any one package, after the expiration of the said twenty-four hours; provided, that not more than one dollar per day be charged for any one consignment not in excess of a carload.

Where applicable to steamboat and steamship lines.

(b) This rule is applicable also to steamboat and steamship lines, but only in cases of shipments consigned to and arriving at the following cities, towns and places in Virginia, viz.:

Richmond,
Alexandria,
Fredericksburg,
Petersburg,
Norfolk,
Portsmouth,

Newport News,
Hampton,
Smithfield,
City Point,
West Point,
Suffolk;

Provided, that no wharfage, storage or demurrage charges are to be made on shipments arriving by water at other points than those mentioned.

RULE IV.

Time for delivery at depots or warehouses, or for placing loaded cars after arrival; placing freight for track delivery at local stations; penalty for delay in delivery.

(a) Railroad companies shall deliver freight at their depots, or warehouses, or, in case of shipments for track delivery on their own lines or private siding used in connection therewith, shall place loaded cars at an accessible place for unloading within twenty-four hours after the arrival, computing from seven o'clock A. M. the day following arrival of same, unless withheld for any reason for which the consignee may be responsible. Except that carload shipments for track delivery at local stations having not more than one team track, shall be placed at an accessible point for unloading by the conductor of the train on which the car arrives. The consignee, or his assignee in writing having a substantial interest, shall be paid \$1.00 per car per day, for each day, or fraction of a day, such delivery is so delayed.

Time for switching incoming loaded cars; switching of freight taking track delivery arriving in or on cars with defective air-brakes or without air-brakes.

(b) Carload freight, or freight taking track delivery, if delivered within yard limits of a carrier other than that over whose road such freight arrives, shall be switched to the road of such other carrier within twenty-four hours from the time so ordered after arrival at destination (settlement of charges and, when necessary, surrender of bill of lading having been accomplished); and such other carrier shall place such freight for unloading within twenty-four hours after receiving it. If switching by more than two carriers is involved twenty-four hours shall be allowed for each carrier participating. When such a car is refused by any carrier by which it is to be switched because out of order by reason of defective air-brakes or absence of air-brakes, then the carrier having possession thereof shall forthwith make the necessary repairs or transfer the lading to a proper car; and the time thus properly consumed, not exceeding forty-eight (48) hours, may be added to the time allowed for the movement.

Penalty for delay in switching incoming loaded cars.

For failure to comply with the terms of this section the offending carrier or carriers shall pay, either to the consignee or his assignee in writing having a substantial interest, the sum of \$1.00 per car per day, or fraction of a day, for such delay.

Additional free time for weighing on track scales at destination.

(c) Should a consignee request that a car containing a shipment be weighed on track scales after notice of arrival thereof is given, at place where there are such scales, the railroad company performing this service shall be allowed additional free time therefor of thirty-six hours, if that company has already placed the car for unloading, or twenty-four hours if it has not already so placed the car.

RULE V.

Freight on which demurrage or car service charges apply.

All carload freight, or freight carried at carload rates, and all freight in cars whether full carload or not, taking track delivery shall be subject to the demurrage, or car service charges prescribed in these rules.

RULE VI.

Free time for loading cars by shippers; charges for delay by shippers in loading cars.

(a) A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing time from seven o'clock A. M., the day after such car or cars have been placed subject to the order of shipper, and thereafter a demurrage charge of not more than \$1.00 per car per day, or fraction of a day, may be assessed and collected on all such cars as have not been tendered to the railroad com-

pany with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$2.00 on each car, covering the demurrage then due.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

When additional free time to be allowed for loading.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his applications, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

Time for switching outgoing freight and freight moving entirely within local switching limits.

(b) When freight has been loaded into a car on any track within the switching limits of two or more carriers at and around a junction point, and is forwarded in the same car to a point within such switching limits on or reached by way of the road of any other carrier than that which places the car for loading, twenty-four hours must be allowed each carrier over whose road such freight is transported, computing from the time at which instructions for such movement are given to the first carrier. If destination is beyond such switching limits, Rule II. will govern the movement over the road by which the car passes out of the switching limits, beginning with the time at which it receives the car from its connecting road.

Penalty for delay in switching outgoing loaded cars and freight moving entirely within local switching limits.

If the car contains freight for various destinations beyond the switching limits of any one of the carriers and is re-handled at a depot of such carrier before forwarding beyond such limits, Rule II. is to be effective as to such carrier from the time that the goods are unloaded from the car in which received.

For failure to comply with the terms of this section the offending carrier or carriers shall pay, either to the shipper or his assignee in writing having a substantial interest, the sum of \$1.00 per car per day, or fraction of a day, for such delay.

RULE VII.

Charges for delay to cars at point of shipment caused by shippers; notice to shippers of imperfect or excessive loading.

A car or cars detained or held at point of shipment for want of proper shipping instructions, or by reason of imperfect or excessive loading, where

loading is done by shipper, shall be subject to a demurrage charge of \$1.00 per car per day, or fraction of a day, said car or cars are so detained or held. In cases of imperfect or excessive loading, the shipper shall be notified thereof as early as practicable after said car or cars have been received from him, in which case car service charges shall begin at the time of notification.

RULE VIII.

Legal notice; when free time begins after actual notice to consignee; constructive notice; additional free time when constructive notice only is given.

Legal notice, as referred to in these rules, may be either actual or constructive. Where the consignee or his agent is personally served with notice of the arrival of freight at or before six P. M. of any day, free time begins at seven o'clock A. M. on the day after such notice has been given, provided that in case of freight taking track delivery the car shall have been placed under the terms of Rule IV., or if held for any reason for which the consignee may be responsible, except that, if consignee accepts notice delivered after twelve o'clock noon on Saturday, it shall be construed as having been delivered on the following Monday prior to six P. M. Constructive notice referred to consists of posting notice by mail to consignee. Where this mode of giving notice is adopted, there shall be twenty-four hours additional free time; provided, however, that when in any case where notice of arrival is given by mail, the consignee shall make oath that neither he, his agents, nor employees, have received such notice, then he will be held prima facie not to have received legal notice by reason of posting of said notice by mail.

RULE IX.

Storage charges after expiration of free time.

(a) All incoming freight unloaded at destinations by railroad companies in their depots or warehouses which is not removed by the owners thereof from the custody of the railroad company within forty-eight hours, computing from seven o'clock A. M. of the day following legal notice of arrival, may be subject to the charge of storage for each day, or fraction of a day, it may remain in the custody of the railroad company as follows:

In less than carloads not more than one cent per hundred pounds per day, or fraction thereof; in carload quantities, not more than ten cents per ton of 2,000 pounds per day or fraction thereof, but not exceeding \$1.00 per car per day or fraction of a day; provided, that in no case shall the amount so collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from car, as provided by the demurrage rules.

Application to steamboat and steamship companies.

(b) This rule shall apply also to steamboat and steamship companies unloading package freight in their warehouses, except that seventy-two (72) hours of free time shall be allowed instead of forty-eight.

RULE X.

Free time for unloading certain articles; charge for delay in unloading cars; free time for unloading articles not specified; when unloading obstructed; free time for unloading cars bunched in transit.

(a) Loaded cars containing fertilizers, hay, straw, coal, coke, brick and lumber in covered cars, and the following articles in bulk: Meat, potatoes, grain and grain products, glass bottles, cotton seed and cotton-seed hulls, taking track delivery, which are to be unloaded by consignee, but are not unloaded within seventy-two hours, computed from seven o'clock A. M. the day following the day legal notice of arrival is given (having been placed at an accessible point for unloading, or held for any reason for which the consignee may be responsible), may be subject thereafter to charge for demurrage of \$1.00 per car for each day, or fraction of a day, that they remain loaded in possession of the railroad company. All other loaded cars, taking track delivery, to be unloaded by consignee, shall be limited to forty-eight hours of free time; provided, however, that if, after placing a car or cars, as required in this rule, the railroad company shall, during or after free time, temporarily remove any or all of them, or in any way obstruct the unloading of same, the consignee shall not be chargeable with the delay caused thereby.

Provided that when, on account of delay or irregularity in transportation, cars are bunched in transit and delivered to consignee in numbers beyond his reasonable ascertained ability to unload within the free time prescribed in these rules he shall be allowed by the carrier such additional time as may be necessary to unload the cars so in excess by the exercise of due and usual diligence on part of consignee.

Free time for ordering when cars are switched to a point beyond line over which arrived.

(b) When, after arrival at destination, a car containing freight is switched, upon order, for unloading to a point within the local switching limits, on or reached by way of, a road other than that over which it arrived, free time shall be allowed for such ordering not to exceed twenty-four (24) hours from seven A. M. of the day after giving actual notice, or forty-eight (48) hours from seven A. M. of the day after giving constructive notice of arrival; which is in addition to the full free time for unloading as provided in section (a) after being placed at the unloading point, such free time for unloading to begin when so placed.

RULE XI.

Additional free time account weather conditions.

Whenever the weather, during the period of free time, is so severe, inclement or rainy that it is impossible or impracticable to secure means of loading or unloading freight, or when, from the nature of the goods, loading or unloading would cause injury or damage, such time shall be added to the free period, and no demurrage charges shall be allowed for such additional free time. This rule applies to the state of the weather during business hours.

RULE XII.**Free time for distant consignee or consignor.**

A consignee or consignor five miles or more from the depot, and whose freight is destined to or from his place of business or residence so located, shall not be subject to storage or demurrage charges allowed in the foregoing rules until a sufficient time has elapsed after notice for said consignee or consignor to remove or load said goods by the exercise of ordinary diligence. But the time limit for loading or unloading shall not exceed five days.

RULE XIII.**Free time at port terminals for carload freight destined thereto when for further movement.**

On carload freight originating in Virginia, and shipped on local bills of lading to a terminal point at a port within this State, there shall be allowed ten days' free time, computing from seven o'clock A. M. the day after arrival of car or cars, before application of storage or demurrage charges; provided, the consignee, within forty-eight hours after the arrival of such car or cars, notifies the delivering line at such terminal point that it is intended for further movement.

RULE XIV.**Storing of incoming carload freight referred to in Rules XI and XII.**

Incoming carload freight, coming under the provisions of Rules XI and XII, may be stored by railroad companies in depots or warehouses at the expense of owner, if same is not removed before demurrage charges attach; provided, that daily storage charge on such freight shall not exceed the demurrage allowed under these rules.

RULE XV.**Unclaimed and refused shipments.**

If freight shall remain unclaimed at destination for six days after the expiration of free time; or, if a consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the duty of delivery shall, within reasonable time thereafter, give legal notice thereof to consignor through agent of carrier at point of shipment or otherwise. Agent at destination may also give notice to the consignor direct and if the consignor shall not within three days after receipt of the notice which first reaches him, give direction for the reshipment or unloading, or other disposition of such goods, he shall thenceforth become liable to such carrier for storage on such goods, or demurrage upon the car or cars in which they are stored, to the same extent, and at the same rates as such charges are now, under like circumstances, by the rules of this Commission, imposed upon consignees who neglect or refuse, after notice of arrival, to remove freight of like character from the depots or cars of a carrier. A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same, except upon payment of all charges for storage or demurrage which have accrued.

RULE XVI.**Goods shipped to consignors or "To Order."**

When consignors ship goods consigned to themselves or to order, and express in their bills of lading or shipping directions the name of a person at destination to be notified, it shall be the duty of the railroad, or other transportation company, to give legal notice to such person in the same way, and under the same rule, as if the shipment had been made direct to him. But when consignors do not so express the name of a person at destination to be notified, the delivering carrier shall give legal notice only to the consignee at delivery point, except that, for shipments of grain or hay, notice shall also be given to the local exchanges at destination points where such exchanges are established; and furthermore, not later than the expiration of six days after the free time, notice to consignor shall be given as provided in Rule XV, for unclaimed freight.

RULE XVII.**Discrimination prohibited.**

Railroads shall not discriminate between persons or places in storage or demurrage charges. No rebate, drawback, or other similar device will be allowed.

RULE XVIII.**Cars on private tracks.**

No demurrage shall be charged on private cars standing on private tracks, when both cars and tracks are owned by the same person. Where the cars are not owned by the owner of the tracks, no demurrage shall be charged; provided, the person owning the tracks shall furnish to the delivering railway satisfactory evidence that the owner of the cars releases both him and the delivering road from the payment of demurrage.

RULE XIX.**Contracts between railroad companies and shippers or consignees permissible.**

Nothing in the foregoing rules shall be construed to prohibit railroad companies from contracting with shippers and consignees on terms of mutual convenience in the matter of furnishing and discharging cars; provided, that such contracts shall be so drawn as to give to either party the right to cancel same on ten days' notice, and thereafter demand the application of these rules.

RULE XX.**When commission may suspend rules.**

The commission reserves the right on its own motion to suspend the operation of these rules, or any one or more of them, in whole or in part, whenever it shall appear that justice demands such action, and the commission will, upon complaint, hear and act upon applications for a like suspension.

When transportation companies subject to fines and penalties to be imposed by commission.

The commission further reserves all of its powers under the Constitution and laws of the State to impose fines and penalties upon transportation companies persistently disregarding these rules, or failing to furnish reasonable transportation facilities.

RULE XXI.

Settlement of claims against common carriers.

Common carriers, against which claims are filed under these rules, must receive and investigate such claims promptly; and, if the claims be found correct, must make settlement within sixty days from date of filing by claimant; or, if claimed to be incorrect, must report to the claimant the particulars in which claim is claimed to be incorrect, and must pay claimant the amount admitted to be due within the aforesaid time, but the acceptance by claimant of any amount less than the amount claimed shall not be construed as a waiver of the residue of his claim. Failure to observe this rule will render common carriers who disregard it liable to such fines and penalties as the commission may find it necessary to impose, as provided in Rule XX.

ROBERT R. PRENTIS,
Chairman.

HENRY C. STUART,
JOSEPH E. WILLARD,
Commissioners.

Attest:

R. T. WILSON, *Clerk.*

NOTICE.

Attention is called to the act of the General Assembly, approved May 16, 1903, relating to the subject matter of these rules, which provides that if a consignor or consignee claims and receives the penalties imposed upon railroad companies in the above rules for failure to comply therewith, such penalties or charges shall "when paid, be in full of any and all claims for damage growing out of such failure; provided, however, that the owner of the freight may, at his election, waive said charges, and elect to claim such actual damage as he may have sustained, instead of such charges."

The Foregoing Rules and Regulations Have Been, Since Their
Promulgation, Modified by the Following
Order of the Commission—Viz:

AS TO CERTAIN RAILROADS.

Order of March 11, 1908.

It is ordered, That the demurrage, storage and car service rules and regulations now or hereafter prescribed by the commission and put into effect, be, until the further order of the commission, suspended as to the Tidewater and Western Railroad Company and as to the Virginia-Carolina Railway Company, and as to the Potomac, Fredericksburg and Piedmont Railroad Company, so that none of the said rules and regulations shall affect the operation of any of the said railroads or the dealings of shippers, consignees or others on the said railroads. But this suspension order is entered upon the express stipulation and condition that neither of the said railroads shall charge, demand or collect from either shippers or consignees any demurrage, storage or similar charges or penalties under any circumstances.

A Copy—Teste:

R. T. WILSON, *Clerk*.

REGULATIONS

Governing Transportation of Explosives by Common Carriers (except Express Companies) Doing Business in Virginia, Prescribed and Promulgated by the State Corporation Commission
(For Rules Governing Express Companies, see page 315.)

CITY OF RICHMOND, *December 21, 1909.*

Regulations for the Transportation of Explosives.

It is hereby ordered that the Rules and Regulations for the Transportation of Explosives formulated by the State Corporation Commission on the 18th day of December, 1906, be, and they are, hereby rescinded, revoked and annulled.

In lieu thereof, the State Corporation Commission, by authority of section 20 of Chapter III, of the act approved January 18, 1904, entitled "An Act Concerning Public Service Corporations," hereby orders and prescribes that the regulations formulated by the Interstate Commerce Commission, according to law for the transportation of explosives by railroads engaged in interstate commerce, shall govern and be binding upon all common carriers engaged in intrastate commerce within the State of Virginia which transport explosives by land; and so far as the same can be made applicable thereto, shall govern and be binding upon all common carriers engaged in intrastate commerce within the State of Virginia which transport explosives by water; provided, that it shall be lawful for such common carrier to transport on any vessel or vehicle which is carrying passengers for hire, small arms ammunition in any quantity, and such fuses, torpedoes, rockets, or other signal devices as may be essential to promote safety in operation, and properly packed and marked samples of explosives for laboratory examination not exceeding a net weight of one-half pound each and not exceeding twenty samples at one time in a single vessel or vehicle; but said samples shall not be carried in that part of the vessel or vehicle which is intended for the transportation of passengers for hire; and, provided, further, that nothing in this order shall be construed to prevent the transportation of military or naval forces with their accompanying munitions of war on passenger equipment vessels or vehicles. Such regulations and this order shall be effective on the 27th day of January, 1910.

It is further ordered that the Clerk of the Commission, do certify the said regulations to the Superintendent of Public Printing for publication, according to law.

GENERAL NOTICE.

As the use of certain explosives is essential to various business activities throughout the country it is the duty of interstate railroad carriers to transport such explosives under proper regulations. It is also the duty of each such carrier to make the prescribed regulations effective and to thoroughly instruct its employees in relation thereto. It is the duty of express companies to transport under proper regulations samples of explosives for laboratory examination, as authorized by the above order. When the explosives specified in this section are lawfully carried in an express or baggage car in the presence of an employee of the company, it will not be necessary to placard this car as prescribed herein for a freight car containing similar lading.

The Commission will make further provisions as occasion may require for new explosives not included in or covered by the following regulations:

GENERAL RULES.

(a) Unless specifically authorized by these regulations, explosives must not be packed in the same outside package with each other or with other articles. Explosives, when offered for shipment by rail, must be in proper condition for transportation and must be packed, marked, loaded, stayed and handled while in transit in accordance with these regulations. All packages of less than carload shipments must also be plainly marked on the outer covering or boxing (outside package) with the name and address of consignee. Empty boxes previously used for high explosives are dangerous and must not be again used for shipments of any character. Empty boxes which have been used for the shipment of other explosives than high explosives must have the old marks thoroughly removed before being accepted for the shipment of other articles. Empty metal kegs which have been used for the shipment of black powder, not contained in an interior package must not be used for shipment of any explosives.

(b) Explosives, except such as are forbidden (see paragraphs 1501 and 1531 to 1536), must be received for transportation by railroads, provided the following regulations are complied with, and provided their method of manufacture and packing, so far as it affects safe transportation, is open to inspection by a duly authorized representative of the initial carrier or of the Bureau for the Safe Transportation of Explosives and Other Dangerous Articles, of The American Railway Association. Shipments of explosives that do not comply with these regulations will not be received. Shipments offered by the United States Government may be packed, including limitation of weights, as required by its regulations.

(c) Before any shipment of explosives destined to points beyond the lines of the initial carrier is accepted from the shipper, the initial carrier must ascertain that the shipment can go forward via the route designated, and that delivery can be made at destination. To avoid unnecessary delays, arrangements must be made to furnish this information promptly to initial carrier. Shipments offered by connecting lines must be received subject to these regulations.

TESTS FOR STRENGTH OF PACKAGE.

(d) Packages receive their greatest stresses in a direction parallel to the length of the car, and must, therefore, be loaded so as to offer their greatest resistance in this direction. Cleats or handles, when prescribed for packages, must be so placed as not to interfere with close packing lengthwise in the car.

(e) When explosive material of equal weight is substituted (sand for a granular explosive, dummy cartridges for high explosive cartridges), and the outside package is dropped on its end on to a foundation of solid brick or concrete from a height of four feet, the outside package must not open, nor rupture, nor must any portion of the contents escape therefrom.

(f) In addition to standing the test in paragraph (e), the design and construction of packages must be such as to prevent the occurrence in individual packages of defects that permit leakage of their contents under the ordinary conditions incident to transportation. The results of experience, gained by an examination of packages on arrival at destination, must be recorded by the Bureau of Explosives, to the end that further use of any particular kind of package, shown by experience to be inefficient, may be prohibited by the Commission, even if it should stand the drop test prescribed by paragraph (e).

(g) Violations of these regulations discovered in cars containing explosives, or in the loading or staying of packages, must be corrected before forwarding the car. A report of all serious violations, with a statement of apparent cause (such as defective packing, improper staying, rough treatment of car, etc.), must be made by the carrier to the chief inspector of the Bureau of Explosives.

GROUPING.

(h) For transportation purposes, all explosives are divided into the following groups:

1. Forbidden explosives.
2. Black powder.
3. High explosives.
4. Smokeless powders.
5. Fulminates.
6. Ammunition.
7. Fireworks.

Section I.—Information and Definitions.

Group 1.—Forbidden explosives. (See paragraphs 1531 to 1536.)

1501. The following are forbidden explosives:

(a) **Liquid nitroglycerin.**

(b) **Dynamite**, containing over 60 per cent. of nitroglycerin (except gelatine dynamite).

(c) **Dynamite** having an unsatisfactory absorbent, or one that permits leakage of nitroglycerin under any conditions liable to exist during transportation or storage.

(d) **Nitro-cellulose** in a dry condition, in quantity greater than ten (10) pounds in one exterior package. (See pars. 1557 to 1560.)

(e) **Fulminate of Mercury in Bulk** in a dry condition, and fulminates of all other metals in any condition.

(f) **Fireworks** that combine an explosive and a detonator or blasting cap. (See pars. 1515 and 1644.)

Group 2.—Black Powder. (See paragraphs 1541 to 1545.)

1502. Black (or brown) powder embraces all explosives having a composition similar to that of ordinary gun-powder, such as carbonaceous material, sulphur and a nitrate of sodium or potassium. This group includes rifle, sporting, blasting, cannon, and the prismatic powders.

Group 3.—High Explosives. (See paragraphs 1551 to 1560.)

1503. High explosives are all explosives more powerful than ordinary black powder, except smokeless powders and fulminates. Their distinguishing characteristic is their susceptibility to detonation by a commercial detonator, or blasting cap. Many high explosives are sensitive to percussion and to friction. Examples of high explosives are the dynamites, picric acid, picrates, chlorate powders, and nitrate of ammonia powders.

Group 4.—Smokeless Powders. (See paragraphs 1571 to 1579.)

1504. Smokeless powders are those explosives from which there is little or no smoke when fired. The group consists of smokeless powder for cannon and smokeless powder for small arms. Smokeless powder for cannon used in the United States at the present time consists of a nitro-cellulose colloid, and is safe to handle and transport. Smokeless powders for small arms may consist of nitro-cellulose, nitro-cellulose combined with nitroglycerin, picrate mixtures, or chlorate mixtures.

Group 5.—Fulminates. (See paragraphs 1591 to 1593.)

1505. This includes **Fulminates of Mercury** in bulk form—that is, not made up into percussion caps, detonators, blasting caps or exploders.

Group 6.—Ammunition. (See paragraphs 1601 to 1622.)

1506. **Small-arms Ammunition** consists usually of a paper or metallic shell, the primer, powder charge, and projectile, the materials necessary for one firing being all in one piece, such as is used in sporting or fowling pieces, or in rifle, pistol practice, etc.

1507. **Ammunition for Cannon** embraces all fixed or separate-loading ammunition packed in a single package in which the projectile weighs one pound or over, and is usually transported only for government use. When the component parts are packed in separate outside packages, such packages will be shipped as smokeless powder for cannon, explosive projectiles, empty projectiles, primers or fuses. Igniters composed of black powder may be attached to packages in shipments of smokeless powder.

1508. **Explosive Projectiles**, or loaded shells for use in cannon, are not liable to be exploded except by fire of considerable intensity, and the flying fragments would then be very dangerous.

1509. **Detonators** is the technical name for articles such as blasting caps, the use of which is to cause explosions of a high order, or “detonations.” This means the instantaneous conversion of the entire explosive into gas

instead of the gradual conversion known as "combustion." Dynamite "detonates" and smokeless powder for cannon "burns."

1510. **Blasting Caps** contain from 5 to 50 grains of dry fulminate of mercury, or a similar substance, packed in a thin copper cup and fired by a slow-burning safety fuse. When a small "bridge" of fine wire is imbedded in the fulminate, held by a sulphur cast and arranged to fire the fulminate by heating the bridge by means of an electric current, the cap is called an "electric blasting cap," or "electric cap," or "electric exploder."

1511. **Detonating Fuses** are used to detonate the high explosive bursting charges of projectiles or torpedoes. In addition to a powerful detonator they may contain several ounces of a high explosive, such as picric acid or dry nitro-cellulose, all assembled in a heavy steel envelope, the flying fragments of which, in case of explosion, would be very dangerous. From their careful design, manufacture, and packing detonating fuses are not liable to be exploded in transportation except by fire of considerable intensity.

1512. **Primers, Percussion and Time Fuses** are devices used to ignite the black powder bursting charges of projectiles, or the powder charges of ammunition. For small-arms ammunition the primers are usually called "small-arms primers" or "percussion caps."

Group 7.—Fireworks. (See paragraphs 1641 to 1647.)

1513. **Fireworks** include everything that is designed and manufactured, primarily, for the production of pyrotechnic effects. They consist of common fireworks and special fireworks.

1514. **Common Fireworks** include all that depends principally upon nitrates to support combustion and not upon chlorates; that contain no phosphorus and no high explosive sensitive to shock and friction; that produce their effect through color display rather than by loud noises. If noise is the principal object, the units must be small and of such nature and manufacture that they will explode separately and harmlessly, if at all, when one unit is ignited in a package case. They must not be designed for ignition by shock or friction. Examples are Chinese fire-crackers, Roman candles, pin wheels, color fires, serpents, railway fuses, flash powders, etc.

1515. **Special Fireworks** include all that contain any quantity of red or white phosphorus, a fulminate, or other high explosive sensitive to shock or friction; or that contains units of such size that the explosion of one while being handled would produce a serious injury; or that require a special appliance or tool, mortar, holder, etc., for their safe use; or that may be exploded *en masse* in their packing cases; or that are intended for or may be ignited or exploded by shock or friction. Examples are giant firecrackers, bombs, salutes, toy torpedoes and caps, rockets, ammunition, pellets fired in a special holder, railway torpedoes, etc.

Section II.—Conditions of Acceptance and Shipment of Packages.

Group 1.—Forbidden and Condemned Explosives.

1531. Forbidden explosives as defined in paragraph 1501, and explosives condemned by the Bureau of Explosives, must not be accepted for shipment.

1532. Should any package of high explosives when offered for shipment show excessive dampness or be mouldy or show outward signs of any oily

stain or other indication that absorption of the liquid part of the explosive is not perfect or that the amount of the liquid part is greater than the absorbent can carry, the packages must be refused in every instance. The shipper must substantiate any claim that a stain is due to accidental contact with grease, oil, or similar substance. In case of doubt, the package must be rejected. A shipment of leaking dynamite is liable to cause a disaster in spite of careful handling; and storage, especially in warm and damp magazines, tends to cause leakage. Carriers must, for these reasons, examine with more than usual care all packages that have been stored or are offered for shipment during the summer months.

REPACKING OF DYNAMITE.

1533. Condemned dynamite must not be repacked and offered for shipment unless the repacking is done by a competent person in the presence and with the consent of a local inspector, or with the written authority of the chief inspector of the Bureau of Explosives.

DISPOSITION OF INJURED, CONDEMNED AND STRAY PACKAGES.

1534. Packages found injured or broken in transit may be recoopered when this is evidently practicable and not dangerous. A broken box of dynamite that cannot be recoopered should be reinforced by stout wrapping paper and twine, placed in another strong box, and surrounded by dry fine sawdust, or dry and clean cotton waste or elastic wads made from dry newspaper. A ruptured can or keg should be enclosed in a grain bag of good quality and boxed or crated. Injured packages thus protected and properly marked may be forwarded.

1535. Condemned packages of leaking dynamite should (1) be returned immediately to shipper if at point of shipment; or (2) disposed of to a dealer in dynamite or other person who is competent and willing to remove from railway property, if leakage is discovered while in transit; or (3) removed immediately by consignee if shipment is at destination.

When disposition cannot be made as above, the leaking boxes must be packed in other boxes large enough to permit it, and the leaking box must be surrounded by at least 2 inches of dry, fine sawdust or dry and clean cotton waste, and be stored in station magazine or other safe place, until arrival of the local inspector or other authorized person, to superintend the destruction of the condemned material.

1536. When name and address of consignee are known a stray shipment must be forwarded to its destination by the most practicable route, provided a careful inspection shows the package to be in proper condition for safe transportation. Revenue and card waybills must be prepared and on them must be written or stamped

"Stray shipment, inspected at _____ station, _____ railroad, _____ 19____," except in cases where authority can be obtained by wire from the original forwarding station to stamp these waybills "Shippers' certificate file," etc. (See par. 1668.)

When a package in a stray shipment is not in proper condition for safe

transportation (see par. 1534), or when name and address of consignee are unknown, disposition will be made as prescribed by paragraph 1535.

Group 2.—Black Powder.

1541. **Packing.**—Packages containing less than twelve and a half ($12\frac{1}{2}$) pounds of rifle, sporting, blasting, or cannon powders must be enclosed in a tight box, so that the filling holes of the packages will be up, and the boxes must be marked on top, as prescribed by paragraph 1544.

1542. Twelve and a half ($12\frac{1}{2}$) pounds or over of black or brown powder must be packed in packages that comply with General Rules D, E and F. Kegs less than nine inches long must be boxed, as prescribed by paragraph 1541.

1543. **Weight.**—Packages must not weigh over 150 pounds gross.

1544. **Marking.**—Each outside package must be plainly marked, stamped, or stenciled to show the kind, "BLACK" or "BROWN," and the use, "BLASTING," "RIFLE," "CANNON," "MORTAR," etc., as "BLACK-BLASTING POWDER," "BLACK RIFLE POWDER," etc. Additional marks, trade names, etc., may appear if desired by shipper.

1545. **Car.**—A car containing shipments of black powder in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 3.—High Explosives.

1551. High explosives consisting of a liquid mixed with an absorbent material must have the absorbent (wood pulp or similar material) in sufficient quantity and of satisfactory quality, properly dried at the time of mixing; nitrate of soda must be dried at the time of mixing to less than 1 per cent. of moisture; and the ingredients must be uniformly mixed so that the liquid will remain thoroughly absorbed under the most unfavorable conditions incident to transportation.

1552. Explosives containing nitroglycerin must have uniformly mixed with the absorbent material a satisfactory antacid which must be in quantity sufficient to have the acid neutralizing power of an amount of magnesium carbonate equal to one per cent. of the nitroglycerin.

1553. **Packing.**—High explosives, containing more than 10 per cent. of nitroglycerin, must be made into cartridges not exceeding four inches in diameter, or eight inches in length (does not apply to gelatine dynamite), and must not be packed in bags or sacks. Bags or sacks of high explosives containing not more than 10 per cent. of nitroglycerin and not over $12\frac{1}{2}$ pounds each of explosive, will be accepted as cartridges, but these bags must be strong and must be placed in the box with filling ends up. The covering of all cartridges, consisting of paper or other material, must be strong and so treated that it will not absorb the liquid constituent of the explosive.

1554. All boxes in which cartridges containing nitroglycerin are packed must be lined with a suitable material that is impervious to liquid nitroglycerin. Cardboard cartons closed at the bottom and made of strong and flexible material that is impervious to nitroglycerin form a satisfactory lining. At least one-quarter of an inch of dry sawdust or similar material must be spread over the bottom of the box before inserting the cartridges, and all the vacant space in the top must be filled with this material. The cartridges, ex-

cept the bags or sacks authorized in paragraph 1553, must be so arranged in the boxes that when they are transported with the boxes top side up all cartridges will lie on their sides and never on their ends.

1555. The boxes must be strong (General Rules [d], [e], and [f],) the lumber throughout must be sound and free from loose knots and, when made with lock corners, must not be less than one-half inch in thickness. When nailed boxes are used, the ends must not be less than one inch, nor the sides, top, and bottom less than one-half inch in thickness. The limits for thickness refer to the finished box and not to the undressed lumber.

1556. High explosives, containing no explosive liquid ingredient, and not having, with their normal percentage of moisture, a sensitiveness to percussion greater than measured by the blow delivered by an eight-pound weight dropped from a height of five (5) inches on a compressed pellet of the explosive, three-hundredths of an inch in thickness and two-tenths of an inch in diameter, held rigidly between hard-steel surfaces, as in the standard impact testing apparatus of the Bureau of Explosives, will be accepted for shipment when securely packed in bulk in tight packages that comply with General Rules (d), (e) and (f). These explosives may also be packed in cartridges, and must be so packed when their sensitiveness is greater than the above limit.

1557. **Dry Nitro-cellulose.**—Inside packages containing not more than one pound each of dry nitro-cellulose, wrapped in strong paraffined paper, or other suitable spark-proof material, will be accepted for shipment if securely packed in an outside package that complies with General Rules (d), (e) and (f), and is marked as prescribed in paragraph 1559. Outside packages must not contain more than ten (10) pounds of dry nitro-cellulose.

1558. **Weights.**—High explosives containing an explosive liquid ingredient must not exceed sixty-five (65) pounds, gross weight, in one outside package.

High explosives containing no liquid explosive ingredient, as defined in paragraph 1556, must not exceed 125 pounds, gross weight, in one outside package.

The gross weight of an outside package containing dry nitro-cellulose packed as defined in paragraph 1557, must not exceed 35 pounds.

1559. **Marking.**—The boxes must be plainly marked on top and on one side or end "HIGH EXPLOSIVE—DANGEROUS." The top must be marked "THIS SIDE UP."

1560. **Car.**—For shipments of high explosives in any quantity, the car must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 4.—Smokeless Powder.

SMOKELESS POWDER FOR CANNON.

1571. **Packing.**—Smokeless powder for cannon must be packed in tight boxes free from loose knots and cracks, or in kegs, that comply with General Rules (d), (e) and (f).

1572. **Weight.**—Packages must not weigh over 152 pounds gross.

1573. **Marking.**—Each package must be plainly marked on top "SMOKELESS POWDER FOR CANNON."

1574. **Car.**—Smokeless powder for cannon may be shipped in any box car in good condition. The car must be placarded "INFLAMMABLE" as prescribed by paragraph 1663.

SMOKELESS POWDER FOR SMALL-ARMS.

1575. **Packing.**—Packages of less than nine (9) pounds of smokeless powder for small arms must be enclosed in a tight box so that the filling hole of each inside package will be up, and the box must be marked on top as prescribed by paragraph 1578.

1576. Quantities of nine pounds or over must be placed in packages that comply with General Rules (d), (e) and (f). Kegs less than nine inches long must be boxed as prescribed by paragraph 1541.

1577. **Weight.**—Packages weighing over thirty-one pounds gross will not be received unless packed under the supervision of and shipped for the use of the United States Government.

Packages weighing not over thirty (30) pounds gross each may be enclosed in an outside package, in which case the gross weight must not exceed 150 pounds.

1578. **Marking.**—Each outside package must be plainly marked on top "SMOKELESS POWDER FOR SMALL ARMS."

1579. **Car.**—Shipments of smokeless powder for small arms in any quantity require a car to be certified and placarded, as prescribed by paragraphs 1661 and 1666.

Group 5.—Fulminate.

1591. **Packing.**—Fulminate of mercury in bulk must contain when packed not less than twenty-five (25) per cent. of water and must in this wet condition be placed in a bag made of heavy cotton cloth of close mesh equal in quality and weight to the cotton twill used for pockets in high-grade clothing. There must be placed inside the bag and over the fulminate a cap of the same cloth and of the diameter of the bag, and the bag must be tied securely and placed in a strong grain bag, which must in turn be tied securely and packed in the center of a cask or barrel in good condition and of the kind used for shipment of alcohol. The grain bag must not contain more than 150 pounds dry weight of fulminate, and it must be surrounded on all sides by tightly packed sawdust not less than six inches thick. The cask or barrel must be lined with a heavy close-fitting jute bag closed by secure sewing to prevent escape of sawdust. After the barrel is properly coopered it must be filled with water, the bung sealed; the barrel must be inspected carefully and all leaks stopped.

1592. **Marking.**—Each cask, or barrel, must be plainly marked "WET FULMINATE OF MERCURY—DANGEROUS."

1593. **Car.**—A car containing fulminate in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 6.—Ammunition.

SMALL-ARMS AMMUNITION.

1601. **Packing.**—Small-arms ammunition must be packed in pasteboard or other boxes, and these pasteboard or other boxes must be packed in strong outside boxes.

Small-arms ammunition, in pasteboard or other boxes and in quantity not exceeding a gross weight of seventy-five pounds, may be packed with non-explosive and non-inflammable articles, and with small-arms primers or percussion caps (see par. 1619), provided the shipment is certified (see par. 1668), and the outside package is marked as prescribed in paragraph 1602.

1602. **Marking.**—Each outside package or case must be plainly marked "SMALL-ARMS AMMUNITION."

1603. **Car.**—Small-arms ammunition may be shipped in any box car which is in good condition, without the placard prescribed by paragraph 1663.

AMMUNITION FOR CANNON.

1604. **Packing.**—Ammunition for cannon must be well packed and properly secured in strong boxes provided with cleats or handles.

1605. **Marking.**—Each outside package must be plainly marked "AMMUNITION FOR CANNON—EMPTY PROJECTILES," according as the projectiles do, or do not, contain a bursting charge.

1606. **Car.**—A car containing ammunition for cannon with explosive projectiles must be certified and placarded as prescribed by paragraphs 1661 and 1666. This is not required when projectiles are empty, but in this case cars must be protected by "INFLAMMABLE" placard, as prescribed by paragraph 1663.

EXPLOSIVE PROJECTILES.

1607. **Packing.**—Explosive projectiles must be packed in strong boxes and each projectile must be properly secured. When the gross weight does not exceed 150 pounds the box must be provided with cleats or handles.

1608. **Weight.**—The gross weight of a box containing more than one projectile must not exceed 150 pounds.

1609. **Marking.**—Each exterior package must be plainly marked "EXPLOSIVE PROJECTILE," or "EMPTY PROJECTILE." No restrictions, other than proper marking, are necessary for the shipment of empty projectiles.

1610. **Car.**—For explosive projectiles in any quantity the car must be certified and placarded as prescribed by paragraphs 1661 and 1666.

BLASTING CAPS.

1611. **Packing.**—Blasting caps contain such a sensitive and dangerous explosive that very efficient packing is necessary.

Blasting caps must be packed in strong tin receptacles in which they must fit snugly, and the caps must be closed securely by teats projecting from a plate of suitable elastic material placed inside the box and over the caps. Not more than one hundred blasting caps must be packed in a single tin box. All separate tin boxes must be packed snugly in paper or pasteboard cartons, and these must be packed in an inside box made of sound lumber not less than three-eighths of an inch in thickness (except in cases where it is made of hard wood with reinforced corners, and the lid securely fastened down with at least four strong wires bound around the box, in which

case the lumber must not be less than three-sixteenths of an inch in thickness). This inside wooden box must then be packed in an outside box made of sound lumber not less than 1 inch in thickness and free from loose knots and cracks. Tightly packed sawdust or excelsior, at least 1 inch thick at all points, must separate the inside from the outside wooden box. More than 20,000 blasting caps must not be placed in one outside package.

If the outside box is to contain not more than 5,000 caps, the inside box may be omitted, and the outside box may be made of $\frac{1}{2}$ -inch lumber; but in this case the tin boxes in pasteboard cartons must be separated from the outside box at all points by at least 1 inch of tightly packed sawdust or excelsior. One tin box containing not more than 100 caps may be packed with safety fuse. (Par. 1648.)

Electric blasting caps must be packed in pasteboard cartons containing not more than 50 caps each. These cartons must be packed in a wooden box made of lumber not less than one-half inch in thickness.

All boxes containing more than 5,000 blasting caps or weighing more than 50 pounds, gross weight, must be provided with cleats or handles, and all lids must be securely fastened.

1612. **Weight.**—The gross weight of an outside package containing blasting caps or electric blasting caps must not exceed 150 pounds.

1613. **Marking.**—Each outside package must be plainly marked "BLASTING CAPS—HANDLE CAREFULLY," or "ELECTRIC BLASTING CAPS—HANDLE CAREFULLY." In addition each box must bear the marking "DO NOT STORE OR LOAD WITH ANY HIGH EXPLOSIVE."

1614. **Car.**—Certificate and placard as prescribed by paragraphs 1661 and 1666 are required for shipments of blasting caps in any quantity, except that a shipment of not more than 100 blasting caps may be transported in a box car in good condition without car certificate or placard.

DETONATING FUSES.

1615. **Packing.**—Detonating fuses must be packed in strong, tight boxes provided with cleats or handles, and each fuse must be well secured.

1616. **Weight.**—The gross weight of one outside package must not exceed 150 pounds.

1617. **Marking.**—Each outside package must be plainly marked "DETONATING FUSES—HANDLE CAREFULLY."

1618. **Car.**—A car containing detonating fuses in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

PRIMERS, PERCUSSION AND TIME FUSES.

1619. **Packing.**—Primers, percussion and time fuses must be packed in strong, tight boxes, with special provision for securing individual packages of primers and fuses against movement in the box.

Small-arms primers, containing anvils, must be packed in cellular packages with partitions separating the layers and columns of primers, so that the explosion of a portion of the primers in the completed shipping package will not cause the explosion of all of the primers.

Percussion caps may be packed in metal or other boxes containing not

more than 500 caps, but the construction of the caps, and the kind and quantity of the explosives in each, must be such that the explosion of a part of the caps in the completed shipping package will not cause the explosion of all of the caps.

Small-arms primers and percussion caps may form a part of the gross weight of 75 pounds of small-arms ammunition that may be packed with other articles as authorized by paragraph 1601.

1620. **Weight.**—The gross weight of one outside package must not exceed 150 pounds.

1621. **Marking.**—Each outside box must be plainly marked "SMALL-ARMS PRIMERS—HANDLE CAREFULLY," or "PERCUSSION CAPS—HANDLE CAREFULLY," or "CANNON PRIMERS—HANDLE CAREFULLY," or "COMBINATION PRIMERS—HANDLE CAREFULLY," or "PERCUSSION FUSES—HANDLE CAREFULLY," or "COMBINATION FUSES—HANDLE CAREFULLY," etc.

1622. **Car.**—Primers, percussion and time fuses may be shipped in a box car, which is in good condition, without the placard prescribed by paragraph 1663.

Group 7.—Fireworks.

COMMON FIREWORKS.

1641. **Packing.**—Common fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must be securely packed in strong, tight, spark-proof boxes.

1642. **Marking.**—Each outside package must be plainly marked "COMMON FIREWORKS—KEEP FIRE AWAY."

1643. **Car.**—Common fireworks may be shipped in a box car which is in good condition (par. 1663), but they must not be loaded in the same car with explosives or with inflammable articles (par. 1680).

A car containing any quantity of common fireworks must be protected by the "INFLAMMABLE" placard. (See par. 1663.)

SPECIAL FIREWORKS.

1644. **Packing.**—Special fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must not contain a blasting cap or detonator. (See par. 1501 [f].) They must be securely packed in strong, tight, spark-proof boxes that comply with General Rules (d), (e) and (f), provided with cleats or handles.

1645. **Weight.**—The gross weight of one outside package containing special fireworks must not exceed 200 pounds.

1646. **Marking.**—Each outside package, if it contains special or a mixture of common and special fireworks, must be plainly marked "SPECIAL FIREWORKS—HANDLE CAREFULLY—KEEP FIRE AWAY."

1647. **Car.**—Special fireworks may be shipped in any box car which is in good condition (par. 1663), but they must not be loaded in the same car with explosives or inflammable articles (par. 1680). A car containing any quantity of special or other fireworks must be protected by the "INFLAMMABLE" placard. (See par. 1663.)

SAFETY FUSE AND SAFETY SQUIBS.

1648. Safety fuse and safety squibs, when properly boxed or packed in barrels, may be accepted for shipment and loaded in any car with any other kind of an explosive or inflammable substance or with other freight. If blasting caps are packed with safety fuse the outside package must be marked as prescribed by paragraph 1613. (See par. 1611.)

Section III.—Selection and Preparation of Cars.

1661. The safe transportation of explosives depends very largely upon the kind and condition of the car in which they are loaded. For the transportation of—

Black or brown powder,
High explosives,
Smokeless powder for small arms,
Fulminates,
Blasting caps,
Electric blasting caps,
Ammunition for cannon—explosive projectiles,
Explosive projectiles, or
Detonating fuses,

only certified and placarded box cars may be used. (See paragraphs 1662 and 1666.)

1662. Certified cars must be inspected inside and outside and must conform to the following specifications:

(a) Not less than 60,000 pounds capacity. Steel under-frame box car or other box cars with friction draft gear should be used when available. On narrow-gauge and other railroads, all of whose freight cars are of less than 60,000 pounds capacity, explosives may be transported in cars of less than that capacity; provided the cars of greatest capacity and strength are used for this purpose.

(b) Must be equipped with air brakes and hand brakes in condition for service.

(c) Must have no loose boards or cracks in the roof, sides or ends.

(d) The door must be shut so closely that no sparks can get in at the joints, and, when necessary, they must be stripped. The stripping for flush doors should be on the inside and nailed to the door frame, where it will form a shoulder against which the closed door is pressed. The opening under the doors should be similarly closed.

(e) The journal boxes and trucks must be carefully examined and put in such condition as to reduce to a minimum the danger of hot boxes or other failure necessitating the setting off of the car before reaching destination. The lids or covers of journal boxes must be in place.

(f) The car must be carefully swept out before it is loaded. Holes in the floor or lining must be repaired and special care taken to have no projecting nails or bolts or exposed pieces of metal which may work loose or produce holes in packages of explosives during transit.

(g) When the car is to be fully loaded with explosives or when explosives are loaded over exposed draft bolts or king-bolts, these bolts must have short pieces of solid, sound wood (2-inch plank), spiked to the floor over

them to prevent possibility of their wearing into the packages of explosives.

(h) The roof of the car must be carefully inspected from the outside for decayed spots, especially under or near the running board, and such spots must be covered to prevent their holding fire from sparks. A car with a roof generally decayed, even if tight, must not be used.

(i) When explosives are to be carried in a "way car" one should be selected with flush doors in good condition or with doors fitting so tightly that stripping will not be necessary.

(k) The carrier must have car examined to see that it is properly prepared, and must have a "Car Certificate" signed in triplicate upon the prescribed form (paragraph 1665), before permitting the car to be loaded.

(l) Cars not in proper condition, as above specified, must not be furnished to the shipper or used for the transportation of explosives.

1663. Carload or less than carload lots of—

Small-arms ammunition,
Primers,
Percussion fuses,
Time or combination fuses,
Ammunition for cannon—empty projectiles,
Smokeless powder for cannon, or
Fireworks,

may be loaded in any box car which is in good condition, into which sparks cannot enter, and whose roof is not in danger of taking fire through unprotected decayed wood. These cars may be used without being certified and placarded as prescribed by paragraphs 1661 and 1666, but cars containing—

Ammunition for cannon—empty projectiles,
Smokeless powder for cannon, or
Fireworks,

must be protected by the "INFLAMMABLE" placard (see par. 1940) and the doors must be stripped when necessary.

PLACARDING OF CARS AND CERTIFICATION OF CONTENTS.

1664. Uniform practice is important, and prescribed forms of car certificates and placards must be used.

1665. Car Certificate.—The following certificate (prescribed by paragraph 1662k), printed on strong tag board, measuring 7x7 inches, must be duly executed in triplicate by the carrier, and by the shipper if he load the shipment. The original must be filed by the carrier at the forwarding station, and the other two must be attached to the outside of the car doors, one on each side, the lower edge of the certificate 4½ feet above the floor level.

CAR CERTIFICATE.

..... Station, 19....

I hereby certify that I have this day personally examined car No., and that the roof and sides have no loose boards, holes or cracks, or unprotected decayed spots liable to hold sparks and start a fire; that the king-bolts or draft bolts are properly protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives; also, that the floor is in good con-

dition and has this day been cleanly swept before the car was loaded; that I have examined all the axle boxes, and that they are properly covered, packed and oiled, and that the air brakes and hand brakes are in condition for service.

.....
Railway Employee Inspecting Car.

No. 2.

.....19....

I hereby certify that I have this day personally examined the above car, that the floor is in good condition and has been cleanly swept, and that the roof and sides have no loose boards, holes, cracks or unprotected decayed spots liable to hold sparks and start a fire; that the king-bolts and draft bolts are protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives; that the explosives in this car have been loaded and stayed, and that the car has been placarded according to paragraphs 1661, 1666, and 1674 to 1683, inclusive, of the Regulations for the Transportation of Explosives prescribed by the Interstate Commerce Commission; that the doors fit so tightly or have been stripped so that sparks cannot get in at the joints or bottom.

.....
Shipper or Duly Authorized Agent.

.....
Railway Employee Inspecting, Loading and Staying.

Note.—Both certificates must be signed. Certificate No. 1 by the representative of the carrier. For all shipments loaded by the shipper, he, or his authorized agent, and the representative of the carrier, must sign certificate N. 2. When the car is not loaded by the shipper, certificate No. 2 must be signed only by the representative of the carrier. A shipper should decline to use a car not in proper condition.

1666. Placard.—Each car containing any of the explosives specified in paragraph 1661, and in any quantities, must be protected by attaching to the outside of the car on both sides and ends, the lower edge 4½ feet above the car floor, a standard placard, 12x14 inches, on which will appear in conspicuous red and black printing, on strong tagboard, the following notice:

EXPLOSIVES

(To be printed in red.)

HANDLE CAREFULLY—KEEP FIRE AWAY.

(To be printed in red.)

.....Station,19..

Condensed Rules for Handling This Car.

1. This car must not be placed in a passenger train; nor in a mixed train, if avoidable.

2. Cars containing explosives must be near center of train and may be together if desired; must be at least fifteen cars from engine and ten cars from caboose when length of train will permit.

3. Cars containing explosives must be placed between box cars which

are not loaded with inflammable articles, charcoal, cotton, acid, lumber, iron, pipe or other articles liable to break through end of car from rough handling.

4. A steel underframe car containing explosives may be placed between steel hopper cars in train.

5. The air and hand brakes on this car must be in service.

6. In shifting have a car between this car and engine whenever possible, and do not cut this car off while in motion.

7. Avoid all shocks to this car and couple carefully.

8. Avoid placing it near a positive source of fire.

9. Engines on parallel tracks must not be allowed to stand opposite or near this car when it can be avoided.

Agents at destination and transfer stations, yardmasters and conductors are responsible that these cards are removed from car as soon as the explosives are unloaded.

1667. A car containing any of the explosives (as prescribed in paragraph 1661), must not be permitted to leave a station or siding without having the certificates and placard prescribed in paragraphs 1665 and 1666 securely and properly affixed.

1668. Shippers' Certificate.—Before any package containing one or more of the following articles:

- Black or brown powder,
- High explosives,
- Smokeless powder for cannon,
- Smokeless powder for small-arms,
- Fulminates,
- Small-arms ammunition,
- Ammunition for cannon—explosive projectiles,
- Ammunition for cannon—empty projectiles,
- Explosive projectiles,
- Empty projectiles,
- Detonating fuses,
- Blasting caps,
- Electric blasting caps,
- Primers (naming kinds),
- Percussion fuses,
- Time or combination fuses,
- Common or special fireworks,
- Safety fuse, or
- Safety squibs,

can be accepted, the shipper must prepare and deliver to the carrier a shipping order on which each article is entered under its proper name, as specified in this paragraph, and over the signature of shipper or his duly authorized agent, must be printed, written or stamped, and made part of the shipping order, the following certificate:

This is to certify that the above articles are properly described by name and are packed and marked and are in proper condition for transportation, according to the regulations prescribed by the Interstate Commerce Commission.

The carrier must see that the shipment is properly described, and that the correct gross weight is given on the revenue waybill. The carrier must

also cause to be written or stamped on the face of the card and revenue waybill:

"Shippers' Certificate on File with Initial Carrier."

The card waybill, for a car containing any quantity of the explosives named in paragraph 1661, must also have plainly stamped across the top the word "EXPLOSIVES."

1669. The carrier must see that the shipping order for explosives is kept at stations where the shipments originate on a separate file, together with all original car certificates that pertain to that station. The duplicate and triplicate car certificates taken from cars unloaded at any station may be destroyed if there are no violations of these regulations to report. (See paragraph (g), General Rules.)

SHIPMENTS FROM CONNECTING LINES.

1670. Cars containing explosives, as specified in paragraph 1661, which are offered by connecting lines, must be carefully inspected, without unnecessary disturbance of lading, by the receiving line, to see that these regulations have been complied with, and the car must not be forwarded until all discovered violations are corrected.

Shipments of explosives offered by connecting steamship lines must comply with these regulations, and revenue waybill must bear the endorsements prescribed by paragraph 1668.

HANDLING OF EXPLOSIVES.

1671. In handling packages of explosives at stations and in cars the greatest care must be taken to prevent their falling or getting shocks. They must not be thrown, dropped nor rolled.

1672. The carrier must choose careful men to handle explosives, must see that the platform and the feet of the men are as free as possible from grit, and must take all possible precautions against fire. Unauthorized persons must not be allowed to have access to explosives at any time while they are in the custody of the carrier. Suitable provision must be made, outside of the station, when practicable, for the safe storage of explosives, and every effort possible must be made to reduce the time of this storage. Prompt removal by consignee must be enforced, to avoid unnecessary danger.

1673. Shipments of high explosives and powder should not be unloaded at a non-agency station unless the consignee is there to receive them; or unless satisfactory storage facilities are provided at that point for their protection.

LOADING IN CAR:

1674. Boxes of explosives when loaded in the car must rest on their bottoms. A car must not contain more than 70,000 pounds gross weight of explosives. This limit does not apply to shipments of ammunition.

1675. Explosives packed in round kegs, except when boxed, must be loaded on their sides with heads towards ends of the car; and they must not be placed in the space opposite the doors unless the doorways are boarded on the inside as high as the lading.

Large casks, barrels or drums may be loaded on their sides or ends as will best suit the conditions.

1676. Packages containing any of the explosives for the transportation of which a certified and placarded car is prescribed (paragraph 1661), must be stayed (blocked and braced) by whoever loads the car, to prevent change of position by the ordinary shocks incident to transportation. Special care must be used to prevent them from falling to the floor or from having anything fall on them during transit. To prevent delays to way-freight trains, when there is more than one shipment of explosives loaded in a "peddle" or "way" car, each shipment should be stayed separately. If the staying is broken down to unload a shipment of explosives the remaining packages must be restayed.

1677. Detonating fuses or blasting caps, or electric blasting caps, must not be loaded in a car or stored with high explosives of any kind, including explosive projectiles, nor with wet nitro-cellulose, not with smokeless powder for small arms.

1678. Fulminates in bulk must not be loaded with any explosive or inflammable article.

1679. When necessary, detonating fuses may be assembled in explosive projectiles shipped by the United States Government.

1680. Fireworks must not be loaded in the same car with any other explosive or inflammable substance, except small-arms ammunition, primers, percussion fuses, time or combination fuses, safety fuse and safety squibs.

1682. (Amended—order March 18, 1910—effective April 22, 1910.) Explosives covered by these regulations, other than small-arms ammunition, primers, percussion fuses, safety fuses, and safety squibs, must not be transported in the same car with, nor stored on railway property near any one of the dangerous articles covered by the Regulations for the Transportation of Inflammable Articles and Acids approved by The American Railway Association and on file with the Interstate Commerce Commission.

When practicable, certain and separate days should be assigned for receiving from shippers less than carload lots of explosives.

1683. In a car containing explosives all packages of other freight must be so loaded and stayed as to prevent all injury of packages of explosives during transit. When it is possible, explosives should be loaded so as to avoid transfer stations.

HANDLING CARS CONTAINING EXPLOSIVES.

1684. Cars containing explosives must not be hauled in a passenger train; nor in a mixed train when this can be avoided. The phrase "cars containing explosives," as used in this and subsequent paragraphs, excepting paragraph 1697, refers to the explosives specified in paragraph 1661. This does not apply to explosives lawfully transported in a baggage or express car in a passenger train in accordance with the above order.

1685. **Expediting Shipments of Explosives.**—Every possible effort must be made to expedite the movement of cars containing explosives.

1686. **In Through Road Trains.**—Cars containing explosives must be placed near the center of the train, and two or more such cars may be placed together if desired. They must be at least fifteen (15) cars from the engine and ten (10) cars from the caboose when length of train will permit.

Such cars must be placed between box cars which are not loaded with inflammable articles, charcoal, cotton, acid, lumber, iron, pipe or other articles liable to break through end of car from rough handling.

When explosives are loaded in steel underframe cars, such cars may be placed in train between steel hopper cars. All cars containing explosives must have air and hand brakes in service.

1687. In Shifting and Local Freight Trains.—Cars containing explosives must be coupled in the air service and placed as near the center of the train as possible.

1688. Handling in Yards.—When handling cars containing explosives in yards or on sidings, they must, unless it is practically impossible, be coupled to the engine protected by a car between, and they must never be cut off while in motion.

They must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be allowed to strike a car containing explosives. They must be so placed in yards or on sidings that they will be subject to as little handling as possible, removed from all danger of fire, and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

1689. Under no circumstances must a car known to require the "EXPLOSIVES" placard be taken from a station, including transfer stations, or a siding, unless it is properly carded as per paragraphs 1661 and 1666, nor unless the car is in proper condition.

1690. When a car containing explosives is in a train, the carrier must make proper provisions for notifying its train and engine employees of the presence and location of such car in the train before leaving the initial station.

1691. Such cars must be frequently inspected to see that the carding is intact. Whenever any of these cards become detached or lost in transit they must be replaced on arrival at the next division terminal yard.

1692. Unless otherwise arranged for, when a car containing explosives is to be transferred, unloaded or stored for any purpose, at a given junction, station or yard, the carrier must provide for due notice to such station, by wire, of the probable time of arrival and the number of cars (not car numbers), in order that proper provision may be made at that point for handling the same.

1693. At points where trains stop cars containing explosives and adjacent cars must be examined to see if they are in good condition and free from hot boxes or other defects liable to cause damage. If cars containing explosives are set out short of destination for any cause, the carrier must arrange that proper notice be given to prevent accident.

1694. Whenever a car containing explosives is opened for any purpose, inspection must be made of the packages of explosives to see that they are properly stayed and in good condition, and that no box of dynamite is standing on its end or side. Upon the discovery of leaking dynamite or loose powder the defective packages must be carefully removed to a safe place. Loose powder or other explosives must be swept up and carefully removed. If the floor is wet with nitroglycerin, the car is unsafe to use, and a local inspector of the Bureau of Explosives should be immediately called to superintend the thorough mopping and washing of the floor with a warm, saturated solution of concentrated lye or sodium carbonate. If necessary, the car must

be placed on an isolated siding and proper notice given. (See paragraphs 1534 and 1535.)

1695. The certificates and placards in paragraphs 1665 and 1666 must be removed from the car as soon as the explosives are unloaded.

1696. Carriers must see that all shippers of explosives in their territory are furnished with copies of these regulations.

IN CASE OF A WRECK.

1697. In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group, "high explosives," may burn in small amounts quietly and without causing a disastrous explosion, yet everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should be removed to a place of safety, and as much of the broken packages as possible gathered up and likewise removed, and the rest saturated with water. Many explosives are readily fired by a blow or by a spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage in pieces the possibility of producing sparks must be considered. With most explosives thorough wetting with water practically removes all danger of explosion by spark or blow; but with the dynamites wetting does not make them safe from blows. With all explosives mixing with wet earth renders them safer from either fire, spark or blow. In case "fulminate" has been scattered by a wreck, after the wreck has been cleared the top surface of the ground should be removed, and after saturating the area with oil, replaced by fresh earth. If this is not done, when the ground and fulminate become dry, small explosions may occur when mixed material is trodden on or struck.

1940. A white placard, of diamond shape, printed on strong tagboard, measuring 15 inches on each diagonal, and bearing in red and black letters the following inscription, "INFLAMMABLE — KEEP LIGHTS AND FIRES AWAY—HANDLE CAREFULLY," must be placed on each outside end and side of a car containing any quantity of smokeless powder for cannon, or ammunition for cannon with empty projectiles, or fireworks.

ROBERT R. PRENTIS,
Chairman.

JOS. E. WILLARD,
WM. F. RHEA,
Commissioners.

Attest:

R. T. WILSON, *Clerk.*

Certified to Superintendent of Public Printing for publication according to law, first insertion to be made Wednesday, December 29, 1909, by order of the State Corporation Commission.

R. T. WILSON, *Clerk.*

December 23, 1909.

RULES AND REGULATIONS

for the Transportation of Explosives and Other Dangerous Articles by Express.

(For Regulations governing Transportation of Explosives other than by Express, see page 295.)

CITY OF RICHMOND, *May* 21, 1912.

By authority of Section twenty of Chapter III of the act entitled "An Act Concerning Public Service Corporations," approved January 18, 1904, the Commission hereby orders and prescribes that the following rules and regulations shall govern and be binding upon all common carriers, whether incorporated or not incorporated, engaged in the transportation of explosives and other dangerous articles by express in intrastate commerce in Virginia.

Such rules and regulations and this order shall be effective on the first day of July, 1912.

It is further ordered that the Clerk of the Commission do certify such rules and regulations to the Superintendent of Public Printing for publication according to law.

GENERAL RULES.

1. Express carriers that are subject to the Act concerning Public Service Corporations must make the prescribed regulations effective, and must provide for the thorough instruction of their employes therein, and shippers must properly acquaint themselves therewith. Express carriers must not receive shipments of articles defined as dangerous by these regulations when the shipments are not packed, marked, labeled, described and certified as prescribed herein. Explosives and dangerous articles, the transportation of which by passenger trains is prohibited by law, must not be shipped. The method of manufacturing and packing of articles defined as dangerous by these regulations, so far as it affects safe transportation, must be open to inspection by a duly authorized representative of the initial carrier, or of the Bureau of Explosives of the American Railway Association, hereinafter called "Bureau of Explosives."

2. All shipments of articles defined as dangerous by these regulations, offered for transportation by express in intrastate commerce, must be properly described by the shipper, and the proper name of the dangerous article must be marked on the outside of the package, in addition to the labels required herein, except when the name of the dangerous article is shown on the label prescribed therefor. Articles for which detailed instructions for packing are not given herein must be securely packed in containers strong enough to stand without rupture or leakage of contents the shocks incident to reasonably careful handling during transit.

GROUPING.

3. For transportation by express, explosives and other dangerous articles are divided into the following groups: 1. Forbidden articles. 2. Permitted explosives. 3. Inflammable liquids. 4. Inflammable solids. 5. Oxidizing materials. 6. Acids and corrosive liquids. 7. Compressed gases.

Group 1.—Forbidden Articles.

4. The following articles must not be shipped by express, except as provided in "Group 2—Permitted Explosives."

(a) Black powder.

(b) High explosives, including nitroglycerin explosives, chlorate powders, nitrate of ammonia powders, dry picric acid, dry picrates, dry nitrocellulose (gun cotton, negative cotton), dry nitrostarch or dry tri-nitrotoluol.

(c) Smokeless powder for cannon.

(d) Smokeless powder for small arms, except in ammunition for small arms.

(e) Fulminate of mercury or of any other metal, except in manufactured products not forbidden.

(f) Blasting caps, including electric blasting caps.

(g) Ammunition for cannon, with or without projectiles.

(h) Detonating fuzes.

(i) Explosive projectiles.

(j) Liquid nitroglycerin.

(k) Fireworks that combine an explosive and a detonator or blasting cap.

(l) Fireworks containing a match tip or head, or similar igniting point or surface, unless each such individual tip head, igniting point or surface is entirely covered and securely protected from accidental contact or friction with any other surface.

(m) Fireworks that ignite spontaneously when subjected for 48 consecutive hours in the presence of moisture to the temperature of boiling water.

(n) Firecrackers whose dimensions exceed 5 inches in length or $\frac{3}{4}$ inch in diameter, or whose explosive charges exceed 45 grains each in weight.

(o) Toy torpedoes or caps exceeding $1\frac{1}{4}$ inches in diameter or containing more than an average of 35-100 of a grain of explosive composition per cap.

(p) Fireworks that can be exploded en masse by a commercial detonator placed in one of the units, or by impact of a rifle bullet, or otherwise.

(q) Explosives or other dangerous articles properly condemned by the Bureau of Explosives.

(r) Outside packages containing in the same compartment interior packages the mixtures of whose contents would be liable to cause a dangerous evolution of heat, gas or corrosive materials.

(s) Cylinders containing gases capable of combining chemically.

(t) Packages containing a dangerous article in a leaky condition, or in such an insecure condition as to make leakage probable during transit.

(u) Cotton waste or cotton rags oily with linseed oil.

(v) Boxes that have been previously used for high explosives must not be again used for shipments of any character.

(w) Carbon bisulphide, celluloid scrap, charcoal screenings, and white or yellow phosphorous.

Group 2.—Permitted Explosives.

5. The following explosives may be accepted for transportation by express, when offered in compliance with these regulations:

(a) Samples of explosives for laboratory examination when properly packed and not exceeding a net weight of $\frac{1}{2}$ pound for each sample, and not exceeding 20 such samples at one time in a single vessel or vehicle. (See pars. 4, 6, and 14.)

(b) Small-arms ammunition.

(c) Small-arms primers.

(d) Cannon primers.

(e) Percussion fuses, including tracer fuses.

(f) Time or combination fuses.

(g) Safety fuse.

(h) Safety squibs.

(i) Common fireworks and special fireworks, except when forbidden. (See par. 4.)

DEFINITIONS OF PERMITTED EXPLOSIVES.

6. The only samples of explosives that can lawfully be shipped by express are those intended for examination in a chemical laboratory.

7. **Small-arms ammunition** (such as is used in sporting or fowling pieces, or in rifle, pistol practice, etc.), consists usually of a paper or metallic shell, the primer and powder charge—with or without shot or bullet—the materials necessary for one firing being all in one piece.

8. **Percussion and time fuses and primers** are devices used to ignite the black powder bursting charges of projectiles, or the powder charges of ammunition. For small arms ammunition the primers are usually called "small-arms primers" or "percussion caps." Percussion tracer fuses consist of a device which is attached to a projectile and contains a slow-burning composition, to show the flight of projectiles at night.

9. **Safety fuse** consists ordinarily of a core of mealed black powder, which is surrounded by yarn, tape, pitch, rubber, etc.

10. **Safety squibs** are small paper tubes containing a small quantity of black powder, one end of each tube being twisted and generally tipped with sulphur.

11. **Fireworks** include everything that is designed and manufactured primarily for the purpose of producing a visible or audible pyrotechnic effect by combustion or by explosion. They consist of common fireworks and special fireworks.

12. **Common fireworks** include all that depend principally upon nitrates to support combustion and not upon chlorates; that contain no phosphorus and no high explosive sensitive to shock or friction; that produce their effect through color display rather than by loud noises. If noise is the principal object, the units must be small and of such nature and manufacture that they will explode separately and harmlessly, if at all, when one unit is ignited in a packing case. They must not be designed for ignition by shock or friction. Examples are Chinese firecrackers, Roman candles, pin wheels, colored fires, rockets, serpents, railway fuses, flash powders, etc.

13. **Special fireworks** include all that contain any quantity of phosphorus, a fulminate or other high explosive sensitive to shock or friction; or

that contain units of such size that the explosion of one while being handled would produce a serious injury; or that require a special appliance or tool, mortar, holder, etc., for their safe use; or that are designed for ignition by shock or friction. Examples are giant firecrackers, bombs, and salutes not forbidden by paragraph 4, toy torpedoes and caps, ammunition pellets fired in a special holder, railway torpedoes, etc.

PACKING AND MARKING PERMITTED EXPLOSIVES.

Samples for Laboratory Examination.

14. **Packing.**—Samples of explosives for laboratory examination must be placed in well-secured metal cans or glass bottles or in strong waterproof paper or cardboard packages containing not more than one-half pound each, and the interior package must be placed in dry sawdust or similar cushioning material in a strong and tight wooden box, with ends not less than 1 inch thick, and top, bottom and sides not less than $\frac{1}{2}$ inch thick when a nailed box is used, or with ends, top, bottom and sides not less than $\frac{1}{2}$ inch thick when of lock-cornered construction.

15. **Weight.**—Not more than 20 half-pound samples of explosives for laboratory examination may be placed in one outside box or transported at one time.

16. **Marking.**—Each outside package containing samples of explosives for laboratory examination must have securely and conspicuously attached to it a square red certificate label measuring 4 inches on each side and bearing in black letters the following:

Red label for samples of explosives (reduced size.)

<p>EXPLOSIVE</p> <hr style="width: 20%; margin: 5px auto;"/> <p>Sample for Laboratory Examination</p> <hr style="width: 20%; margin: 5px auto;"/> <p>HANDLE CAREFULLY KEEP FIRE AWAY</p> <hr style="width: 20%; margin: 5px auto;"/> <p>This is to certify that the above articles are properly described by name and are packed and marked and are in proper con- dition for transportation, according to the regulations prescribed by the Interstate Commerce Commission.</p> <p>..... (Shippers' Name.)</p>
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Small-arms Ammunition, Primers, Fuzes, Safety Fuse, and Safety Squibs.

17. **Packing.**—Small-arms ammunition must be packed in pasteboard or other boxes, and these pasteboard or other boxes must be packed in

strong outside boxes. Small-arms ammunition, in pasteboard or other boxes and in quantity not exceeding a gross weight of 75 pounds, may be packed with non-explosive and non-inflammable articles, and with small-arms primers or percussion caps, provided the shipment is certified and the outside package is plainly marked "SMALL-ARMS AMMUNITION."

18. **Primers and percussion and time fuzes** must be packed in strong, tight, wooden boxes, with special provision for securing individual packages of primers and fuzes against movement in box.

19. **Small-arms primers** containing anvils must be packed in cellular packages with partitions separating the layers and columns of primers, so that the explosion of a portion of the primers in the completed shipping package will not cause the explosion of all of the primers.

20. **Percussion caps** may be packed in metal or other boxes containing not more than 500 caps, but the construction of the cap and the kind and quantity of explosives in each must be such that the explosion of a part of the caps in the completed shipping package will not cause the explosion of all of the caps.

21. **Small-arms primers and percussion caps** may form a part of the gross weight of 75 pounds of small-arms ammunition that may be packed with other articles as authorized by paragraph 17.

22. **Safety fuse and safety squibs** must be packed in strong, tight wooden boxes or barrels.

23. **Weight.**—The gross weight of one outside package containing small-arms ammunition, primers, percussion caps, or percussion or time fuzes must not exceed 150 pounds.

24. **Marking.**—Each outside box must be plainly marked "SMALL-ARMS AMMUNITION," or "SMALL-ARMS PRIMERS—HANDLE CAREFULLY," or "PERCUSSION CAPS—HANDLE CAREFULLY," or "CANNON PRIMERS—HANDLE CAREFULLY," or "COMBINATION PRIMERS—HANDLE CAREFULLY," or "PERCUSSION FUZES—HANDLE CAREFULLY," or "COMBINATION FUZES—HANDLE CAREFULLY," or "PERCUSSION TRACER FUZES—HANDLE CAREFULLY," or "SAFETY FUSE," or "SAFETY SQUIBS," etc.

25. (a) **Packing.**—Common fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must be securely packed in strong, tight, spark-proof wooden boxes or barrels and each outside package must be plainly marked "COMMON FIREWORKS—KEEP FIRE AWAY."

(b) **Special fireworks** must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must not contain forbidden explosives. (See par. 4.) They must be packed in strong, tight, spark-proof wooden boxes or barrels.

Lock-corner boxes must be made of sound lumber and the thickness must not be less than $\frac{3}{8}$ inch for a gross weight of 30 pounds or under; and for a gross weight exceeding 30 pounds and not exceeding 65 pounds the ends must not be less than 9-16 inch., with sides, tops, and bottom $\frac{3}{8}$ inch thick. When the gross weight exceeds 65 pounds the ends must be battened.

If nailed boxes are used of the same thickness of lumber specified for lock-corner boxes, horizontal and vertical cleats not less than $\frac{3}{4}$ of the thickness of the ends and not less than $1\frac{1}{8}$ inches wide must be used on the ends; or in

the absence of such cleats, the tops, sides, and bottoms must be thicker by 3-16 inch and the ends thicker by $\frac{1}{4}$ inch than specified for lock-corner boxes.

All boxes must be tongued and grooved.

26. **Weight.**—The gross weight of one outside package containing special fireworks must not exceed 100 pounds, and the gross weight of a package containing toy torpedoes must not exceed 65 pounds.

27. **Marking.**—All outside boxes or barrels containing special fireworks or a mixture of common and special fireworks must be spark-proof and must be plainly marked "SPECIAL FIREWORKS—HANDLE CAREFULLY—KEEP FIRE AWAY."

28. **Label.**—Each outside package containing common or special fireworks must have securely and conspicuously attached to it a square red certificate label measuring 4 inches on each side and bearing in black letters the following:

Red label for fireworks (reduced size.)

<p>FIREWORKS</p> <hr style="width: 20%; margin: 5px auto;"/> <p>HANDLE CAREFULLY KEEP FIRE AWAY DO NOT DROP NOR THROW</p> <hr style="width: 20%; margin: 5px auto;"/> <p>This package must not be loaded or stored near steam pipes or other source of heat</p> <hr style="width: 20%; margin: 5px auto;"/> <p>This is to certify that the above articles are properly described by name and are packed and marked and are in proper con- dition for transportation, according to the regulations prescribed by the Interstate Commerce Commission.</p> <p>..... (Shipper's Name.)</p>

DEFINITIONS OF DANGEROUS ARTICLES OTHER THAN EXPLOSIVES.

Group 3.—Inflammable Liquids—Red Label.

29. This group includes any liquid or liquid mixture that gives off inflammable vapors (as determined by flash point from Tagliabue's open cup tester as used for test of burning oils) at or below a temperature of 80° F.

Group 4.—Inflammable Solids—Yellow Label.

30. This group includes all substances other than those classified as explosives that are liable under conditions incident to transportation to cause fires by self-ignition through friction, through concussion, through absorption of moisture, or through spontaneous chemical changes.

Group 5.—Oxidizing Materials—Yellow Label.

31. This group includes all substances such as chlorates, permanganates, peroxides, and nitrates, that yield oxygen readily to stimulate the combustion of organic matter.

Group 6.—Acids and Corrosive Liquids—White Label.

32. This group includes the strong mineral acids and other strongly corrosive liquids that are liable to cause fires when mixed with chemicals or with organic matter, or are liable, in case of leakage from their shipping containers, to damage other freight materially.

Group 7.—Compressed Gases—Red or Light Green (Gas) Label.

33. This group includes all inflammable or non-inflammable gases assembled for shipment under a pressure exceeding 25 pounds per square inch.

Other Dangerous Articles.

34. (a) The list following shows the names of well-known articles, other than explosives, that are dangerous, the kind of label required on outside packages, and the quantity that may be shipped in one outside package by express.

(b) When a shipment described by and marked with a name not in the following list is defined as a dangerous one by paragraphs 29, 30, 31, 32 and 33, the shipper must inform the express carrier of the fact by use of the proper label, and must give the certificate prescribed herein.

(c) When articles other than explosives that are not dangerous under the regulations are described by names in the following list marked with (*), the shipper must plainly mark or stencil on each outside package containing such articles the words "NOT DANGEROUS," or affix a white rectangular label measuring 2 by 4 inches, bearing in black letters the words "NOT DANGEROUS."

(d) When dangerous articles other than explosives requiring red labels are shipped in the same outside package with dangerous articles requiring yellow or white labels, the outside package must be labeled with the red label only. The marking and description must be that of the inflammable liquid present in largest quantity.

(e) When several dangerous articles are placed in one outside package without violating these regulations, the combined quantity of any one group must not exceed the lowest limit prescribed for any one of the articles of that group that is included.

LIST OF DANGEROUS ARTICLES OTHER THAN EXPLOSIVES.

NAMES OF DANGEROUS ARTICLES.	Group names and flash points: Inf. L.—Inflammable liquid. Inf. S.—Inflammable solid. Oxi. M.—Oxidizing material. Cor. L.—Corrosive liquid. Comp. G.—Compressed gas.		Kind of Label Required.	Maximum quantity which may be shipped in one outside package, subject to requirements as to packing (see pars. 35 to 59, inclusive.)
1	2		3	4
		°F.		
Acetate, amyl.....	Inf. L.....	70-95	Red.....	5 gallons.
Acetate, ethyl.....	Inf. L.....	40	Red.....	5 gallons.
Acetate, methyl.....	Inf. L.....	40	Red.....	5 gallons.
Acetone (ethyl methyl ketone).....	Inf. L.....	35	Red.....	5 gallons.
Acid, hydrochloric (muriate).....	Cor. L.....		White.....	1 quart (3 pounds).
Acid, hydrofluoric.....	Cor. L.....		White.....	1 quart (3 pounds).
Acid, nitrating (mixed acid).....	Cor. L.....		White.....	1 quart (3 pounds).
Acid, nitric.....	Cor. L.....		White.....	1 quart (3 pounds).
Acid, sulphuric.....	Cor. L.....		White.....	1 quart (3 pounds).
Alcohol.....	Inf. L.....	57-65	Red.....	5 gallons.
Alcohol, denatured.....	Inf. L.....	40-60	Red.....	5 gallons.
Alcohol, wood.....	Inf. L.....	45	Red.....	5 gallons.
Ammonium perchlorate.....	Oxi. M.....		Yellow.....	25 pounds.
*Asphaltum paint.....	Inf. L.....	0-80	Red.....	12 gallons (see par. 38)
*Asphaltum varnish.....	Inf. L.....	0-80	Red.....	12 gallons (see par. 38)
Barium, chlorate of.....	Oxi. M.....		Yellow.....	25 pounds.
Barium, nitrate of.....	Oxi. M.....		Yellow.....	25 pounds.
Barium peroxide.....	Oxi. M.....		Yellow.....	1 pound.
Barium dioxide.....	Oxi. M.....		Yellow.....	1 pound.
Batteries, charged storage.....	Cor. L.....		White.....	No limit.
Benzole (benzene).....	Inf. L.....	20	Red.....	1 gallon.
Benzine.....	Inf. L.....	† 0	Red.....	1 gallon.
Bromine.....	Cor. L.....		White.....	1 quart (3 pounds.)
Bronzing liquid.....	Inf. L.....	0-70	Red.....	5 gallons (see par. 37)
Calcium phosphide.....	Inf. S.....		Yellow.....	1 pound.
Cement, leather.....	Inf. L.....	† 0	Red.....	1 gallon.
*Cement, liquid, n. o. s.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Cement, roofing.....	Inf. L.....	0-80	Red.....	5 gallons (see par. 37).
Cement, rubber.....	Inf. L.....	† 0	Red.....	1 gallon.
Charcoal, ground or pulverized.....	Inf. S.....		Yellow.....	100 pounds.
Charcoal, lump.....	Inf. S.....		Yellow.....	100 pounds.
*Chemicals.....	Inf. L.....		Red.....	See par. 37.
*Chemicals.....	Inf. S.....		Yellow.....	See par. 40.
*Chemicals.....	Oxi. M.....		Yellow.....	See par. 48.
*Chemicals.....	Cor. L.....		White.....	See par. 51.
Chloride of sulphur.....	Cor. L.....		White.....	1 quart (3 pounds).
*Coal-tar distillate.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Collodion.....	Inf. L.....	† 0	Red.....	1 gallon.
Cologne spirits (alcohol).....	Inf. L.....	60	Red.....	5 gallons.
Columbian spirits (alcohol, wood).....	Inf. L.....	45	Red.....	5 gallons.
*Compounds, cleaning, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Compounds, paint or varnish removing, liquid.....	Inf. L.....	0-80	Red.....	5 gallons (see par. 37).
*Compounds, polishing, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Compounds, type, cleansing liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Compounds, vulcanizing liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Compounds, vulcanizing, liquid.....	Cor. L.....		White.....	1 quart.
Compressed gas:				
Acetylene, including "empty" cylinders that contain an inflammable solvent.....	Comp. G.....		Red (gas).....	No limit.
Air, compressed.....	Comp. G.....		Green (gas).....	No limit.
Air, liquid.....	Comp. G.....		Green (gas).....	No limit.
Anhydrous ammonia.....	Comp. G.....		Green (gas).....	No limit.
Blaugas.....	Comp. G.....		Red (gas).....	No limit.
Carbonic acid.....	Comp. G.....		Green (gas).....	No limit.

LIST OF DANGEROUS ARTICLES OTHER THAN EXPLOSIVES.

NAMES OF DANGEROUS ARTICLES.	Group names and flash points: Infa. L.—Inflammable liquid. Inf. S.—Inflammable solid. Oxi. M.—Oxidizing material. C o r. L.— Corrosive liquid. Comp. G.—Compressed gas.		Kind of Label Required.	Maximum quantity which may be shipped in one outside package, subject to requirements as to packing (see pars. 35 to 59, inclusive.)
	1	2		
		°F.		
Compressed gas.—Con.				
Chlorine.....	Comp. G.....	.....	Green (gas).....	No limit.
Dental.....	Comp. G.....	.....	Green (gas).....	No limit.
Hydrogen.....	Comp. G.....	.....	Red (gas).....	No limit.
Liquefied petroleum gas.....	Comp. G.....	.....	Red (gas).....	No limit (see par. 38 (c).)
Oxygen.....	Comp. G.....	.....	Green (gas).....	No limit.
Pintsch.....	Comp. G.....	.....	Red (gas).....	No limit.
Sulphur dioxide.....	Comp. G.....	.....	Green (gas).....	No limit.
Compressed gases, n. o. s.....	Comp. G.....	.....	Red or green (gas).....	No limit.
Corrosive liquids, n. o. s.....	Cor. L.....	.....	White.....	1 quart (3 pounds).
Cotton waste, oily.....	Inf. S.....	.....	Yellow.....	25 pounds.
*Dressing, leather.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
*Driers, paint or japan.....	Inf. L.....	0-80	Red.....	5 gallons (see par. 37).
*Drugs.....	Inf. L.....	.....	Red.....	See par. 37.
*Drugs.....	Inf. S.....	.....	Yellow.....	See par. 40.
*Drugs.....	Oxi. M.....	.....	Yellow.....	See par. 48.
*Drugs.....	Cor. L.....	.....	White.....	See par. 51.
*Eradicators, paint or grease, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Ether.....	Inf. L.....	† 0	Red.....	25 pounds, in 1-pound tins
*Extracts, liquid.....	Inf. L.....	20-80	Red.....	5 gallons (see par. 37).
Gasoline.....	Inf. L.....	† 0	Red.....	1 gallon.
High wines (alcohol).....	Inf. L.....	60-80	Red.....	5 gallons.
Hydrocarbon (gas drips).....	Inf. L.....	† 0	Red.....	1 gallons.
*Insecticides, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Lacquer.....	Inf. L.....	20-70	Red.....	5 gallons.
Lead, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Liquefied petroleum gas.....	Inf. L.....	† 0	Red.....	1 gal. (see par. 38 (c).)
Matches, safety.....	Inf. S.....	.....	Yellow.....	25 pounds.
Matches, "strike anywhere" (friction).....	Inf. S.....	.....	Yellow.....	40 pounds, gross weight.
Moving-picture films.....	Inf. S.....	.....	Yellow.....	100 pounds.
Naphtha.....	Inf. L.....	† 0	Red.....	1 gallon.
Nitrocellulose, wet with solvent.....	Inf. L.....	40	Red.....	10 pounds.
Nitrocellulose or nitro starch, wet with 20 per cent. water.....	Inf. S.....	.....	Yellow.....	10 pounds net.
*Oil gas.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Paint, aluminum, bronzing or gold.....	Inf. L.....	0-70	Red.....	12 gallons (see par. 38).
*Paint.....	Inf. L.....	0-80	Red.....	12 gallons (see par. 38).
Pentane.....	Inf. L.....	† 0	Red.....	1 gallon.
Perchlorate of ammonium.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Perchlorate of potash.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Permanganate of potash.....	Oxi. M.....	.....	Yellow.....	25 pounds.
*Petroleum, crude.....	Inf. L.....	0-80	Red.....	5 gallons (see par. 37).
*Petroleum distillate.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Petroleum ether.....	Inf. L.....	† 0	Red.....	1 gallon.
Petroleum naphtha.....	Inf. L.....	† 0	Red.....	1 gallon.
Petroleum spirits.....	Inf. L.....	† 0	Red.....	1 gallon.
Picric acid, wet with 20 per cent. water.....	Inf. S.....	.....	Yellow.....	10 pounds.
*Polish, metal, liquid.....	Inf. L.....	0-80	Red.....	1 gallon (see par. 37).
Potash, bromate.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Potash, chlorate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Potash, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Potassium, metallic.....	Inf. S.....	.....	Yellow.....	1 pound.
Rags, only.....	Inf. S.....	.....	Yellow.....	25 pounds.
Saltpeter, in bags.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Shellac, liquid.....	Inf. L.....	40-70	Red.....	5 gallons.
Soda, chlorate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Soda, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Soda, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.

LIST OF DANGEROUS ARTICLES OTHER THAN EXPLOSIVES.

NAMES OF DANGEROUS ARTICLES.	Group names and flash points: Infa. L.—Inflammable liquid. Inf. S.—Inflammable solid. Oxi. M.—Oxidizing material. C o r. L.— Corrosive liquid. Comp. G.—Compressed gas.		Kind of Label Required.	Maximum quantity which may be shipped in one outside package, subject to requirements as to packing (see pars. 35 to 59, inclusive.)
	1	2		
		°F.		
Sodium, metallic.....	Inf. S.....	.....	Yellow.....	1 pound.
Sodium, peroxide.....	Oxi. M.....	.....	Yellow.....	1 pound.
Strontia, nitrate of.....	Oxi. M.....	.....	Yellow.....	25 pounds.
Sulphur, chloride of.....	Cor. L.....	.....	White.....	1 quart.
Sulphur dioxide.....	Comp. G.....	.....	Green (gas)...	No limit.
Tri-nitrotoluol, wet with 20 per cent. water.....	Inf. S.....	.....	Yellow.....	10 pounds.
Toluol (toluene).....	Inf. L.....	55	Red.....	5 gallons.
*Varnish.....	Inf. L.....	0-80	Red.....	12 gallons (see par. 38).
Zinc flue dust.....	Inf. S.....	.....	Yellow.....	10 pounds.

*See par. 34 (c).

†At or below.

RULES FOR PACKING.

35. Dangerous articles for which yellow and white lables are prescribed, respectively, must not be packed in the same outside package, and compressed gases must not be packed with other articles.

36. The construction of boxes, cans or other containers used for shipments of dangerous articles other than explosives must conform to specifications approved by the Interstate Commerce Commission.

Group 3.—Inflammable Liquids—Red Label.

37. Not more than the quantity specified (see par. 34, column 4) may be packed in one outside package.

The maximum quantity of any inflammable liquid not otherwise prescribed placed in one outside package must not exceed 1 gallon when flash point is 20° F. or below, or 5 gallons when flash point is above 20° F. and below 80° F.

38. (a) Except as herein prescribed all inflammable liquids in this group must be placed in well-stoppered glass, earthenware or metal vessels of not exceeding 1 gallon capacity, cushioned in strong wooden barrels or boxes, or in metal cans packed in wooden boxes and conforming to "Shipping container specification No. 2."

(b) Paint or varnish with flash point above 20° F. and below 80° F. may be shipped when placed in metal cans of not exceeding 5 gallons capacity, and in quantities not exceeding 12 gallons in one package, when cans and boxes conform to "shipping container specification No. 2"; or in metal barrels or drums, of not more than 55 gallons capacity when such barrels or drums conform to "shipping container specification No. 5."

(c) Liquefied petroleum gas, blended or unblended, when its vapor tension corresponding to a temperature of 100° F. exceeds 10 pounds per square

inch must not be shipped by express except in steel cylinders conforming to paragraphs 57, 58 and 59.

39. Vessels containing inflammable liquids must not be entirely filled. Sufficient interior space must be left vacant to prevent distortion of containers when heated to a temperature of 120° F. This vacant space must not be less than 2 per cent. of the capacity of the container.

Group 4.—Inflammable Solids—Yellow Label.

40. The maximum quantity of any inflammable solid not otherwise prescribed (see par. 34, column 4) placed in one outside package must not exceed 25 pounds.

41. Inflammable solids for which detailed instructions for packing are not prescribed herein must be packed in tight and strong outside wooden boxes, and the interior packages must be so cushioned and secured that no rupture of either can result from the ordinary shocks incident to transportation.

42. Metallic sodium or potassium, in quantity not greater than 1 pound, must be placed in neutral oil, and this in a well-stoppered bottle protected by a tin container and boxed; or these substances may be packed in hermetically sealed tin cylinders, boxed.

43. Moving picture films must be placed in metal cases, packed in strong and tight wooden boxes or fibreboard pails.

44. Nitrocellulose, nitrostarch, picric acid or tri-nitrotoluol, uniformly wet with not less than 2 pounds of water to 8 pounds of dry material, must be placed in waterproof containers securely packed in a strong and tight box and marked "WET NITROCELLULOSE—20 PER CENT. WATER," or "WET NITROSTARCH—20 PER CENT. WATER," or "WET TRI-NITROTOLUOL—20 PER CENT. WATER."

45. Calcium phosphide must be placed in hermetically sealed metal cans inclosed in metal-lined wooden boxes.

46. "Strike anywhere" (friction) matches must be packed in inside pulpboard, strawboard, wooden or metallic boxes, except that paper wrappings may be used for block or card matches, and these boxes must be placed in a hermetically sealed metal box made of not less than 30 gauge United States standard. This metal box must be placed in a closely fitting box made of sound lumber. When a nailed box is used ends must not be less than 1 inch thick, and the top, bottom and sides not less than $\frac{1}{2}$ inch thick. If box is of lock-corner construction the ends, top, bottom and sides must not be less than $\frac{1}{2}$ inch thick.

47. The gross weight of any package containing "strike anywhere" matches must not exceed 40 pounds, and the outside package must be plainly marked "STRIKE ANYWHERE MATCHES."

"Strike anywhere" matches must not be packed in the same outside package with any other article.

Group 5.—Oxidizing Materials—Yellow Label.

48. Oxidizing materials and acids must not be packed together. The maximum quantity of any oxidizing material not otherwise prescribed (see par. 34, column 4) placed in one outside package must not exceed 25 pounds.

49. **Oxidizing materials** must be placed in strong and tight metal packages packed in strong outside wooden boxes or barrels, or in strong and tight metal-lined wooden boxes.

50. It is important to prevent contact of these materials with combustible substances, such as sawdust, shavings, or sweepings, that may be present in express cars.

Group 6.—Acids and Corrosive Liquids—White Label.

51. The maximum quantity of any corrosive liquid not otherwise prescribed (see par. 34, column 4) placed in one outside package must not exceed 1 quart.

52. **Acids or corrosive liquids** must not be packed in the same compartment of an outside package that contains one or more substances with which the acid might, on rupture of inside packages, combine chemically and cause a dangerous evolution of heat, gas or corrosive materials.

53. **Acid**, or strongly corrosive liquids, must be placed in securely closed glass, earthenware, lead, India rubber or ceresine vessels of not exceeding quart capacity, and these vessels must be placed in a strong wooden box and surrounded and covered by incombustible porous material that will not be attacked chemically by the liquids, and in quantity sufficient to absorb and hold all of the liquid in any such vessel.

54. **Electrolyte** or other acid liquids which contain not more than 30 per cent. of a mineral acid may be placed in glass or earthenware vessels of not to exceed 5 gallons capacity, in strong wooden boxes cushioned with absorbent packing material in quantity sufficient to absorb and hold all of the liquid.

55. The boxes must be made of sound lumber. When a nailed box is used the ends must be not less than 1 inch and sides, top and bottom not less than $\frac{1}{2}$ inch thick. If the box is of lock-corner construction the ends, sides, top and bottom must be not less than $\frac{1}{2}$ inch thick.

Group 7.—Compressed Gases—Red or Light Green (Gas) Label.

57. (a) Gases that may combine chemically must not be shipped in one cylinder. Cylinders purchased hereafter for the shipment of compressed gases must be made in accordance with specifications approved in the Interstate Commerce Commission. (See "Shipping container specification No. 3.")

(b) By water jacket or other suitable tests each cylinder used for shipping liquefied gases must be subjected once in five years to a uniform interior pressure not less than one and one-fourth times the interior pressure that would result from heating the cylinder uniformly in its maximum charged condition to a temperature of 130° F. Each cylinder used for shipping under pressure not exceeding 1,000 pounds per square inch non-liquefied gases or gases in solution must be subjected at least once in five years to a uniform interior pressure not less than twice the charging pressure for such cylinder, corresponding to a temperature of 70° F.; when the charging pressure exceeds 1,000 pounds per square inch the test pressure must not be less than one and one-half times the charging pressure. A cylinder must be condemned when it leaks, when the permanent expansion is due to local weakness, or when it

is uniform and exceeds 5 per cent. of the total expansion. When the charging pressure is less than 300 pounds per square inch it will not be necessary to measure the permanent expansion in quinquennial pressure tests, provided the cylinder in question has previously passed this test.

(c) The weight of gas charged into any cylinder must not at a temperature of 130° F. cause an interior pressure in excess of three-fourths of the elastic limit of the weakest part of the cylinder.

(d) After December 31, 1914, all cylinders must be plainly stamped with the date of last test—for example, 4-09, for April, 1909—or otherwise durably marked to show compliance with this rule.

(e) **Cylinders containing acetylene gas** must be made of tough steel and must be completely filled with a porous material tested by the Bureau of Explosives and approved by the Interstate Commerce Commission, and this material must be charged with acetone or its equivalent not to exceed 40 per cent. of the interior volume capacity of the cylinder. The pressure in cylinders containing acetylene gas must not exceed 250 pounds per square inch at a temperature of 70° F.

58. After December 31, 1914, each cylinder containing liquefied gases, or gases in solution, or other gases under more than 300 pounds per square inch pressure, must be equipped with a safety device approved by the Interstate Commerce Commission that will prevent explosion of the normally charged cylinder when it is placed in a fire.

59. When cylinders containing inflammable gases are not boxed for shipment the safety device and discharging valve must be made safe from injury during transit by a design and construction of the cylinder or they must be protected by strong metal caps that can not be detached by rolling the cylinder.

LABELS.

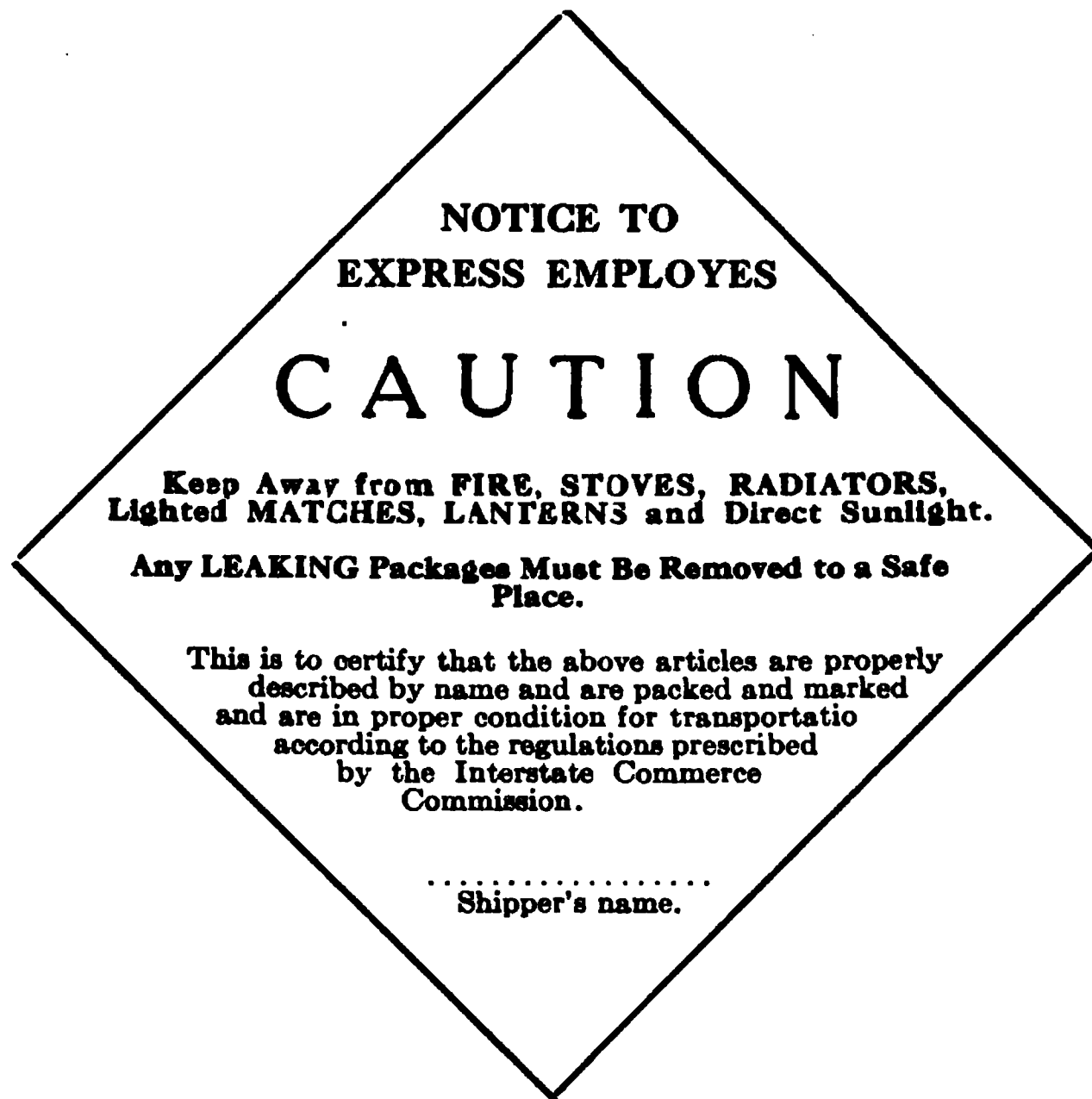
60. All packages containing samples of explosives for laboratory examination or dangerous articles other than explosives, for which labels are prescribed herein (see pars. 16 and 18 to 34, inclusive) must be conspicuously labeled by the shipper. Labels should be applied when practicable to that part of the package bearing the consignee's name and address. Shippers must furnish and attach the labels prescribed for their shipments.

Labels must conform to standards as to printing, color, size, and shape, and must be free from advertising or other matter. The prescribed labels must not be printed in with nor form part of any other shipping label or printed matter. Samples will be furnished by the chief inspector of the Bureau of Explosives on request.

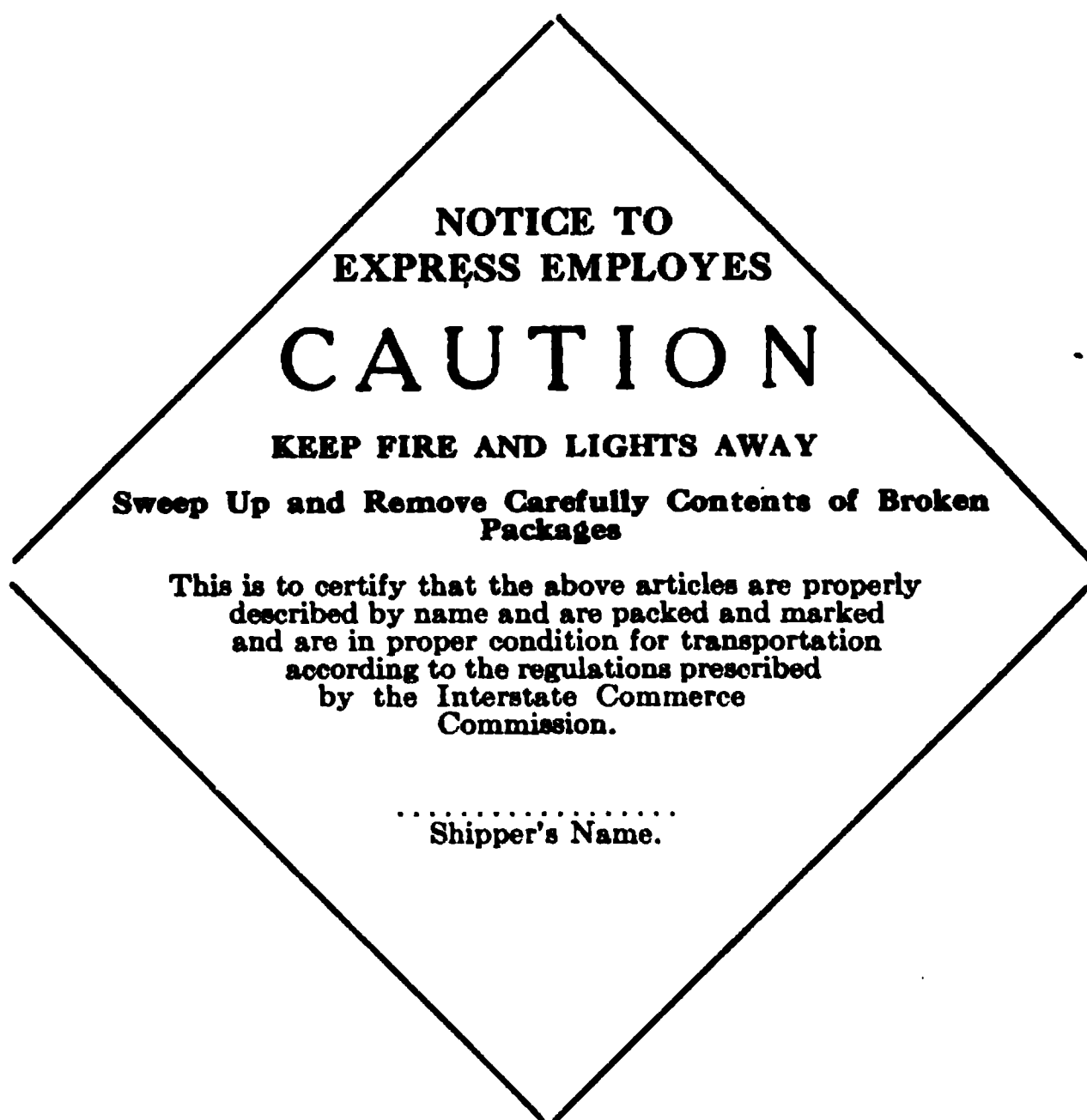
61. Labels for dangerous articles other than explosives must be of diamond shape, with each diagonal (not sides) 5¾ inches long. The colors must be red for inflammable liquids and compressed inflammable gases, yellow for inflammable solids and oxidizing materials, light green for compressed non-inflammable gases, and white for corrosive liquids.

The wording must be in black letters and, except as provided in paragraph 62, as follows:

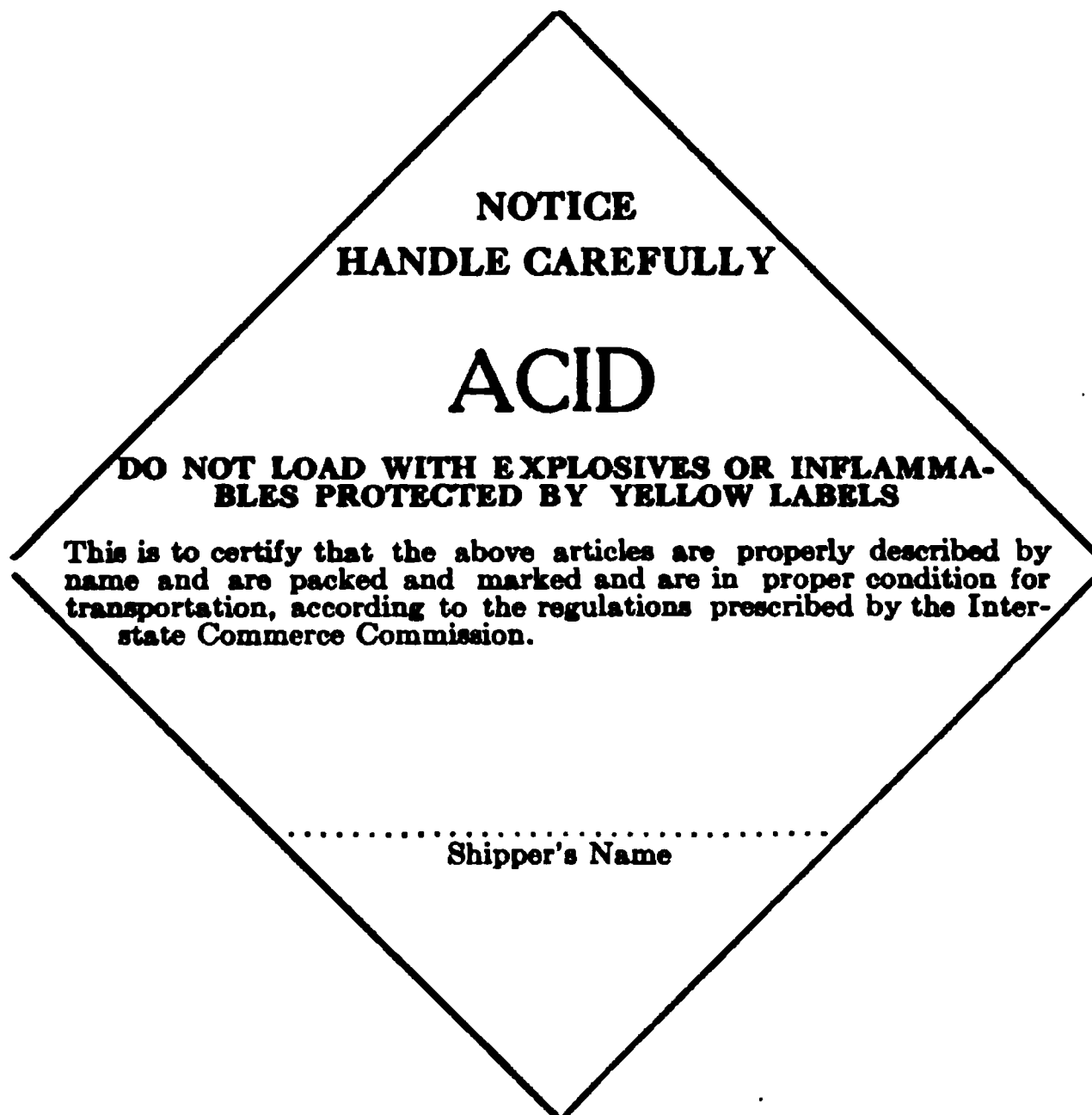
Red label for inflammable liquids (reduced size).



Yellow label for inflammables (reduced size).



White labels for acids and corrosive liquids (reduced size).



Red label for inflammable gases (reduced size).



Light green label for non-inflammable gases (reduced size).



62. Shippers who do not desire to provide themselves with the labels prescribed herein may use the labels prescribed by the regulations for the interstate transportation of dangerous articles other than explosives by freight, provided the shipper stamps or writes near each such prescribed label on each package containing any article covered by these regulations the following certificate:

This is to certify that the above articles are properly described, packed and marked and are in proper condition for transportation, according to the regulations prescribed by the Interstate Commerce Commission.

.....

(Shipper's name.)

or the shipper may apply to each such package a white label measuring not less than 1½ by 3 inches and bearing the above certificate.

RECEIPTS.

63. A receipt upon the form prescribed by the originating express carrier must be issued to the shipper for each shipment accepted for transportation. Before a receipt is issued the shipper must apply the label prescribed herein to each package containing any article covered by these regulations.

RULES FOR EXPRESS CARRIERS.

64. Express carriers must comply with requests from shippers of dangerous articles in their territory for a copy of these regulations.

65. In handling packages containing explosives or other dangerous articles care must be taken to prevent them from falling or from being broken. They must not be thrown, dropped, nor rolled.

66. Packages containing explosives or other dangerous articles when transported in a passenger train must be loaded in the car occupied by an express employe, and in a place that will permit of their ready removal in case of fire. They must not be loaded in cars nor store in stations near steam pipes or other sources of heat. No placards are required on such cars.

67. When an express or baggage car containing any package requiring a label prescribed by these regulations is not occupied by an express employe and is handled in a freight train the proper placards must be attached thereto as required by the regulations for the transportation of explosives by freight and the regulations for the interstate transportation of dangerous articles other than explosives by freight.

68. The originating express carrier must, when a shipment is offered to it that is known to contain dangerous articles as defined by these regulations, see that the packages are marked and labeled and that the certificate is furnished as prescribed herein.

69. Packages of dangerous articles offered for shipment and not properly packed, marked, labeled, described, and certified must not be accepted by the express carrier until these regulations are complied with.

70. Shipments of dangerous articles offered by connecting express or other transportation lines must comply with these regulations.

71. An astray shipment of dangerous articles, or a shipment made in violation of these regulations without the knowledge of the carrier, must be forwarded promptly to destination, if known, provided a careful inspection shows the package to be in proper condition for safe transportation. If the package is unlabeled and the exact nature of the contents is unknown the red label must be applied.

72. Packages containing dangerous articles as defined by these regulations, which are refused by the consignee or which can not be delivered within 48 hours after arrival at destination, must be disposed of by return to the shipper, or by storage in a safe place, or by sale or destruction when it is evident that storage on the carrier's property will be a source of real danger.

73. Violations of these regulations and accidents or fire in connection with the transportation or storage on express or railway property of dangerous articles must be reported by the express carrier to the chief inspector of the Bureau of Explosives, 30 Vesey Street, New York.

SHIPPING CONTAINER SPECIFICATIONS.

SHIPPING CONTAINER SPECIFICATION No. 1. (See par. 36.)

Glass Carboys for Corrosive and Inflammable Liquids.

(Inapplicable to shipments by express.)

SHIPPING CONTAINER SPECIFICATION No. 2. (See par. 36.)

Metal Cans and Boxes for Inflammable Liquids.**CANS.**

1. Cans as provided in paragraph 38 (a), exceeding 1 gallon and not exceeding 10 gallons capacity must be made of metal not lighter than 30 gauge United States standard.

2. Cans as provided in paragraph 38 (a), not exceeding 1 gallon capacity, may be made of metal lighter than 30 gauge United States standard, but it must be such as will provide proper protection against leakage in transit.

3. Each completed can must be tested by its manufacturer and must not leak air when tested under water with interior air pressure of at least 5 pounds per square inch.

BOXES.

4. Packing boxes for cans of any capacity containing inflammable liquids must be made of sound lumber of not less than the following thicknesses and in accordance with the following specifications:

5. Good sound yellow pine, or any wood equal or superior in strength, is acceptable. All lumber used must be dry and well seasoned, no loose knots in any part, nor sound knots on the nailing edges.

Minimum thickness of lumber specified refer to the actual thickness in the finished boxes.

Box for Single 5-gallon Cans.

6. Ends—Grain vertical, of one-piece material not less than $\frac{5}{8}$ -inch thick for nailed uncleated box.

7. Paneled ends may be used with cleats not less than $\frac{5}{8}$ by $1\frac{1}{4}$ inches tenoned; filling not less than $\frac{1}{4}$ inch thick securely fastened to cleats with clinched nails.

8. Single-cleated Ends—Grain vertical, cleats not less than $\frac{5}{8}$ by $2\frac{1}{2}$ inches. Ends proper of two pieces not less than $\frac{5}{8}$ inch thick, cleats securely fastened with clinched nails.

9. Sides—Not less than $\frac{3}{8}$ inch thick, nor more than three pieces unless tongued and grooved.

10. Sides must be nailed with not less than six 5-penny coated nails in each nailing surface, and if the box is deeper than 15 inches the number of nails used must be increased so that nailing centers are approximately 2 inches apart.

11. Tops and Bottoms—Not less than $\frac{3}{8}$ inch thick; no more than two pieces unless tongued and grooved.

Must be nailed to ends with not less than five nails in each nailing surface, and where the receiving portion of the end is with the grain 6-penny coated nails must be used. If the receiving portion is across the grain of the wood 5-penny coated nails are acceptable.

When cleated ends are used at least 40 per cent. of the bottoming nails must be driven into cleats.

12. If boxes are made with locked corners the ends must not be less than 9-16 inch and the sides, tops and bottoms not less than 5-16 inch thick.

Box for Two 5-gallon Cans.

13. **Ends**—Grain vertical, of one-piece material not less than $\frac{3}{4}$ inch thick.

Other styles of ends like single 5-gallon box.

Balances of specifications, including nailing, same as single 5-gallon box except that two nails must be driven through the bottom into the center of the sides.

14. If boxes are made with lock corners the ends must not be less than $\frac{5}{8}$ inch and the sides, top and bottoms not less than $\frac{3}{8}$ inch thick.

Box for Single 10-gallon Can.

15. **Ends**—Must be cleated whether of one or two piece material and not less than $\frac{5}{8}$ inch thick. Cleats not less than $\frac{5}{8}$ by $2\frac{1}{2}$ inches securely fastened with clinched nails.

16. **Sides**—Not less than $\frac{1}{2}$ inch thick. No more than four pieces unless tongued and grooved, securely nailed with 6-penny coated nails at approximately 2-inch nail centers.

17. **Bottoms**—Not less than $\frac{1}{2}$ inch thick. No more than two pieces unless tongued and grooved, securely nailed with 6-penny coated nails at approximately 2-inch nail centers; 50 per cent. of nails must be driven into cleats.

18. **Tops**—Not less than $\frac{3}{8}$ inch thick. No more than two pieces unless tongued and grooved, securely nailed with 5-penny coated nails at approximately 2-inch nail centers.

19. If boxes are made with locked corners the ends must not be less than $\frac{3}{4}$ inch, and the sides, tops and bottoms not less than $\frac{1}{2}$ inch thick, unless made with $\frac{5}{8}$ inch lumber throughout.

Box for Single 1-gallon or 2-gallon Cans.

20. **Ends**—Not less than $\frac{5}{8}$ inch thick.

21. **Sides, Tops and Bottoms**—Not less than 5-16 inch thick, securely nailed with 4-penny coated nails where the grain of the wood is crossed and 5-penny coated nails where the grain of the wood is paralleled in the receiving portion of the end; nails must be placed at approximately 2-inch nail centers.

22. If boxes are made with locked corners the ends must not be less than $\frac{3}{8}$ inch and the sides, tops and bottoms not less than 5-16 inch thick.

Boxes for Assorted Shipments of More than One 1-gallon Can and Up to Six 1-gallon Cans or Equivalent.

23. **Ends**—One piece, not less than $\frac{3}{4}$ inch thick. If more than one piece not less than $\frac{5}{8}$ inch thick, single cleated.

Cleats not less than $\frac{3}{8}$ by 2 inches, securely fastened with clinched nails.

24. **Sides, Tops and Bottoms**—Not less than $\frac{3}{8}$ inch thick, nailed at approximately 2-inch nail centers with 5-penny coated nails where the grain of the wood is crossed and 6-penny coated nails where the grain of the wood is paralleled in the receiving portion.

25. If boxes are made with locked corners, the ends must not be less than 9-16 inch and the sides, tops and bottoms not less than $\frac{3}{8}$ inch thick.

Box for Over Six 1-gallon Cans Up to Twelve 1-gallon Cans, or Equivalent.

26. **Ends**—Not less than $\frac{3}{4}$ inch thick, cleated with $\frac{5}{8}$ by $1\frac{7}{8}$ inch cleats securely fastened with clinched nails.

27. **Sides, Tops and Bottoms**—Not less than $\frac{3}{8}$ inch thick, nailed at approximately 2-inch centers with 6-penny coated nails throughout.

28. If boxes are made with locked corners the ends must not be less than $\frac{3}{4}$ inch and the sides, tops and bottoms not less than $\frac{1}{2}$ inch thick.

Box for Over Twelve 1-gallon Cans Up to Twenty 1-gallon Cans.

29. Must be not less than $\frac{3}{4}$ inch lumber throughout, with single cleated ends, using cleats $\frac{3}{4}$ by 3 inches that are securely fastened with clinched nails.

30. **Sides, Tops and Bottoms**—Must be nailed at approximately 2-inch nail centers with nails not smaller than 7-penny coated.

31. If boxes are made with locked corners the lumber must be $\frac{3}{4}$ inch throughout.

Nailing of Covers and Bottoms.

32. Gauge of nail shall in no instance be less than 4-penny for the smaller boxes, 5-penny and 6-penny for the medium boxes, and 7-penny for the single 10-gallon shipment and for the large boxes for assorted shipments. Screws of equal efficiency may be used in place of nails.

Nails must be driven approximately 2-inch nail centers.

33. The boxes must cover the cans and the cans must fit tightly in the boxes. The filling hole must be securely closed, and if not entirely covered by the box cover it must be completely protected by it.

WIREBOUND BOXES.

**Used as Containers for Cans of Inflammable Liquids.
Material.**

1. Wirebound Packing Boxes for cans of any capacity containing Inflammable Liquids must be made of sound lumber of not less than the following thicknesses and in accordance with the following specifications:

2. Good sound yellow pine or any wood equal or superior in strength is acceptable. All lumber used must be dry and well seasoned; no loose knots in any part.

Minimum thicknesses of lumber specified refer to the actual thicknesses in the finished boxes.

Construction.

3. There must be four cleats at each end of each case not less than 11-16x15-16 inch.

The binding wire at each end must be firmly stapled to each cleat by staples not less than No. 16 gauge and having legs not less than $1\frac{1}{8}$ inch long, extending over the wire, through each board and into the cleats. The other wire or wires must be firmly stapled to each board by staples not less than No. 18 gauge, extending over the wire, through each board and firmly clinched on

the inside. Staples shall not be more than 3 inches apart. Each wire shall be continuous with the ends tightly twisted at one side.

The distance between the encircling wires on each case shall not exceed 8 inches in any instance.

The ends shall be firmly fastened to the inside of cleats with staples not less than No. 16 gauge, whose legs are not less than 13-16 inch long, placed approximately 3 inches apart, or with nails not less than 1¼ inch long.

Wirebound Box for Single 5-gallon Cans.

4. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Two 5-gallon cans.

5. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Single 10-gallon Cans.

6. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Single 1-gallon or 2-gallon Cans.

7. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Assorted Shipments of More than One 1-gallon Can and Up to Six 1-gallon Cans or Equivalent.

8. Binding wires shall not be less than No. 16 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Over Six 1-gallon Cans Up to Twelve 1-gallon Cans or Equivalent.

9. Binding wires shall not be less than No. 15 gauge.
Lumber shall not be less than 3-16 inch thick.

Wirebound Box for Over Twelve 1-gallon Cans Up to Twenty 1-gallon Cans.

- 10 Binding wire shall not be less than No. 14 gauge.

Lumber shall not be less than ¼ inch thick. An additional cleat or batten 11-16 by 15-16 inch shall be placed vertically at the center of each end where the end exceeds 10 inches in width. This additional cleat or batten shall fit in between the horizontal cleats and be held by nails through these cleats into their ends.

SHIPPING CONTAINER SPECIFICATION No. 3.**Seamless Steel Cylinders for the Shipment of Carbonic Acid Gas, Nitrous Oxide Gas, Glaugas or Nonliquefied Gases Whose Charging Pressures Exceed 1,000 Pounds and Do Not Exceed 1,800 Pounds Per Square Inch.**

1. Cylinders must be made seamless, of steel of uniform quality, to comply in the present state of the art with the following specifications:

Chemical Analysis.

	Per Cent.
Carbon must not exceed	0.55
Phosphorus must not exceed.....	0.04
Sulphur must not exceed.....	0.05

Physical Tests.

2. Elastic limit must not be less than 50,000 pounds nor more than 65,000 pounds per square inch on specimen cut longitudinally from a representative finished cylinder after annealing.

3. Elongation must not be less than 10 per cent. on an 8-inch length of longitudinal test specimen cut from a representative finished cylinder after annealing.

Flattening Test.

4. For each lot of 200 a representative finished cylinder, after annealing must withstand, without cracking flattening between rounded knife edges to a thickness of four times the thickness of the wall of the cylinder. The knife edges must be of wedge shape, converging at an angle of 60°, the point being rounded off with a radius of $\frac{1}{2}$ inch. If any one cylinder from any lot fails to pass this test two others from the same lot must be selected, and these must pass it in order to have the lot accepted. If it should appear that failure in the test is due to improper annealing the manufacturer has the privilege of reannealing the lot and repeating the test.

One out of each 200 cylinders must be subjected to the above chemical, physical, and flattening tests.

Annealing.

5. All cylinders after finishing must be uniformly and properly annealed. Dirt and scale must be removed before painting.

Hydrostatic Test.

6. Each finished and annealed cylinder must be subjected to hydrostatic test of not less than 3,000 pounds per square inch in a water jacket or other apparatus of suitable form, to furnish reliable data. The permanent expansion must not exceed 5 per cent. of the whole volumetric expansion at this pressure.

Thickness of Wall.

7. The wall of cylinders of 5½-inch outside diameter must be 3-16 inch to ¼ inch thick, and the wall of cylinders of 8½ inch outside diameter must be not less than ¼ inch thick. This thickness must be verified on each cylinder necking down.

Weight.

8. The standard 5½ inch by 51-inch cylinder, without cap, must weigh not less than 57 pounds. The standard 8½ inch by 51-inch cylinder, without cap, must weigh not less than 105 pounds.

Inspection.

9. The purchaser must provide for inspection at the mills by a competent and disinterested authority who shall be provided with a copy of the order containing all information relating thereto other than price. The inspector shall keep complete records of the various melts from which the steel is taken for the manufacture of the cylinders. Chemical analyses of these melts must be supplied to him by the manufacturer, or, if desired by the purchaser, he must procure samples from which other chemical analyses may be made. The heat number must be stamped on these plates at the steel mill by the inspector, and his stamp on a completely finished cylinder shall be taken as certifying that such cylinder comes within the above physical and chemical specifications.

10. The inspector shall witness the hydrostatic and flattening tests of all cylinders and shall certify to the maker, the purchaser, and the chief inspector of the Bureau of Explosives, No. 30 Vesey Street, New York City, the serial numbers of all cylinders which pass them successfully. He shall stamp his initials on such cylinder immediately beneath the serial number, and the initials of the owner shall be plainly stamped on the cylinder.

11. The hydrostatic and flattening tests must be made by the manufacturer, but under the direction and supervision of the inspector or other representative of the purchaser.

General Construction.

12. All plates or tubes from which cylinders are made must be free from seams, cracks, laminations, or any defects which may prove injurious to the finished cylinder.

13. The manufacturer of the cylinders must be completed with the best appliances and according to the best modern methods. All finished cylinders must show reasonably smooth and uniform surface finish, inspection of inside surface to be made before necking down; the threading of tap and of flange must be even and without checks and the cylinders must show no defects of workmanship or material likely to result in any appreciable weakness of the finished cylinder. A close inspection of each completed cylinder must be made to discover the existence of any defect before acceptance.

14. The purchasers of cylinders may impose additional requirements not inconsistent with these specifications.

SHIPPING CONTAINER SPECIFICATION No. 4.

Lapwelded Steel Cylinders for Anhydrous Ammonia.

1 Table of Details as to Dimensions.

Outside dia cylinder.	Overall length cylinder.	Nominal th cylinder.	Test pressure square in	Depth.	Low limit.	High limit.	Diameter.	Low limit.	High limit.	Low limit.	High limit.
Inch.	Ft. In.	Inch.	Pounds	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Pounds	Pounds
10	3 10	.19	1,000	3	3 9-16	3 15-16	7 1/2	7 1/2	7 5/8	87	113
10	4 0	.19	1,000	3	3 9-16	3 15-16	7 1/2	7 1/2	7 5/8	90	115
10	7 0	.19	1,000	3	3 9-16	3 15-16	7 1/2	7 1/2	7 5/8	150	175
10	3 10	.27	1,500	3	3 9-16	3 15-16	7 1/2	7 1/2	7 5/8	113	141
10	4 0	.27	1,500	3	3 9-16	3 15-16	7 1/2	7 1/2	7 5/8	117	145
10	7 0	.27	1,500	3	3 9-16	3 15-16	7 1/2	7 1/2	7 5/8	203	237
12	7 0	.21	1,000	3	3 9-16	3 15-16	9	9	9 1/2	230	250

2. Cylinders must be manufactured from lapwelded pipe made of soft steel of the best welding quality, free from blisters, cracks, or other injurious defects.

Inspection and Testing of Material.

3. The pipe intended for these cylinders must be manufactured by the best appliances and according to the best modern practice, each length to be inspected separately for defects inside and outside and then subjected to the following tests:

(a) To each crop end cut from the pipe from which the cylinders are to be made a flattening test must be applied with the weld 45° away from the side which is subject to the greatest bending stress, with knife edges of wedge shape converging at an angle of 60°, the point being rounded off with a radius of one-half inch. In this test the crushing of the walls must be to within four times the thickness of the metal and a crop end must withstand the test without cracking.

(b) An internal hydrostatic test of 600 pounds per square inch must be applied to each length of pipe under which it must not show signs of leaking at the end weld or elsewhere.

4. Each finished cylinder must be tested by internal hydrostatic pressure as specified in above table, paragraph 1, the test to be conducted as follows:

(a) After filling cylinder with water the test pressure specified must be applied for the purpose of detecting leaks and rounding up the cylinder.

(b) The cylinder, if tight, must be placed in a water jacket or other approved apparatus for measuring the expansion and the test pressure again applied. The permanent expansion under this test must not exceed 10 per cent. of the whole volumetric expansion at the pressure specified.

General Construction and Inspection.

5. The manufacture of the cylinders must be completed with the best appliances and according to the best modern methods. All finished cylinders must show a reasonably smooth surface, and must have passed the above inspection and tests without showing any defect in workmanship or material likely to result in any appreciable weakness in the finished cylinder. Each completed cylinder must be inspected for such defects at the mill by the purchaser or his representatives before acceptance.

SHIPPING CONTAINER SPECIFICATION No. 5. (See par. 38.)

**Iron or Steel Barrels or Drums for Inflammable Liquids (See par. 38)
Mixed (Nitrating) Acids.**

1. The provisions of "Shipping container specification No. 5" apply to all containers specified therein that are hereafter purchased (see par. 38), and each such container shall have plainly stamped thereon the date of manufacture thereof.

2. An iron or steel barrel or drum with a capacity of from 50 to 55 gallons must have a minimum weight in the black, exclusive of the weight of rolling hoops, of 70 pounds, and a minimum thickness of metal in any part of the completed barrel must not be less than that of full No. 16 gauge, United States standard. When the capacity of the drum or barrel is less than 30 gallons the minimum thickness of metal must not be less than No. 18 gauge, United States standard.

3. An iron or steel barrel or drum with a capacity of from 100 to 110 gallons must have a minimum weight in the black, exclusive of the rolling hoops, of not less than 130 pounds, and the minimum thickness of metal in any part of the completed barrel or drum must not be less than that of full No. 14 gauge, United States standard.

4. Each barrel or drum must stand without leaking a manufacturer's test under water by interior compressed air at a pressure of not less than 15 pounds per square inch, sustained for not less than 2 minutes, and the type of barrel or drum must be capable of standing without any serious permanent deformation and without leaking a dyrostatic test pressure of not less than 40 pounds per square inch, sustained for not less than 5 minutes.

5. When filled with water to 98 per cent. of its capacity the type of barrel or drum must also be capable of standing without leaking a test drop on its chine from a height of 4 feet upon a solid concrete foundation.

6. Bungs and other openings must be provided with secure closing devices that will not permit leakage through them. Threaded metal plugs must be close fitting. Gaskets must be made of lead, leather or other suitable material. Wooden plugs must be covered with a suitable coating and must have a driving fit into a tapered hole.

7. The method of manufacturing the barrel or drum and the materials used must be well adapted to producing a uniform product. Leaks in a new

barrel or drum must not be stopped by soldering, but must be repaired by the method used in constructing the barrel or drum.

ROBERT R. PRENTIS,
Chairman.

WM. F. RHEA,
J. RICHARD WINGFIELD,
Commissioners.

Attest:

R. T. WILSON, *Clerk.*

Certified to Superintendent of Public Printing according to law, first insertion to be made Monday, May 27, 1912, by order of the State Corporation Commission.

R. T. WILSON, *Clerk.*

Richmond, Va., May 23, 1912.

Virginia Classification
AND
Exception Sheets
Thereeto

Virginia Classification

No. 1.

EFFECTIVE OCTOBER 1, 1907
(Revised to December 31, 1913)

**Being a Classification of Freight applicable to the Railroad Lines doing
business in Virginia, as ordered**

Prepared and Issued by Order of the
State Corporation Commission

R. T. WILSON, Clerk.

VIRGINIA CLASSIFICATION NO. 1—GENERAL RULES.

Rates by cheapest route not to be exceeded.	1. (a) On traffic which may be carried over more than one route the rate afforded by the cheapest route must not be exceeded, regardless of the route over which actually transported whether the rating be over one line only, or according to a joint tariff, or by combination of rates to and beyond a junction or junctions.
Application of Classification.	(b) The ratings specified in this classification refer to freight tariffs authorized by the Commission, applicable to the various lines within its jurisdiction, and shall apply on property transported in or upon freight trains or vessels of those lines between all points within the State of Virginia.
Release and Valuation.	2. Where the classification provides for a reduced rate, based on a fixed valuation and the rules and regulations pertaining thereto, the reduced rate shall not have the force of altering the general rules of law, any further than would be done by an agreement between the carrier and shipper.
Description of contents of packages.	3. (a) Contents of all packages, as near as practicable, must be stated in shipping receipt. When an article is differently classified, when differently prepared or packed, the actual character of the article must be specified, otherwise it will be charged at the highest class named on each article. No shipment will be accepted when designated on the shipping receipt as Merchandise (or "Mdse."), Sundries or Fancy Goods.
Less than carload shipments to be marked or tagged.	(b) Each package, bundle or piece of less than carload freight must be plainly and legibly marked by brush, stencil, crayon (not chalk), rubber or metal type, pasted label, or securely fastened durable tag, showing the name of consignee and the name of station, town or city, and the State to which destined. Pasted labels or securely fastened durable tags should be used only when the character of freight prevents marking as above specified. The marks on packages, bundles or pieces must be compared with the shipping order and bill of lading, and corrections, if necessary, made by consignor or his representative before receipt is signed; old marks must be removed or effaced before packages, bundles or pieces will be accepted for transportation. Freight consigned to a place of which there are two or more of the same name in the same State must have the name of the county marked on each package, bundle or piece and also shown in the shipping receipt.

When freight is consigned to a place not located on the line of a railroad, each package, bundle or piece must be marked with the name of the station at which the consignee will accept delivery, or, if destined to a place reached by a water line, the name of the railroad station at which delivery is to be made to such water line must be marked on each package, bundle or piece.

Freight not marked in accordance with the foregoing rules will not be accepted for transportation.

Note.—This rule does not apply to a shipment moving all-rail at rates published for “L. C. L.” or “any quantity” from one consignor to one consignee and destination, when separate car or cars are used for the transportation thereof.

Shipments in paste-board or other similar packages.

(c) Property presented to carriers, packed in so-called boxes or cases made from strawboard, leather board, wood pulp, fibre, wired splint wood, or other analogous materials, inclosed in wooden frames, will be charged ten (10) per cent. higher than the classification provided for such property in boxes or cases, subject to a minimum increase of one (1) cent per hundred pounds; provided, however, that when a rating is shown on an article in bales, the same rating will apply on such articles when packed in boxes or cases as above described. (See Note.)

Note.—In computing the rate to be charged under this rule, fractions of one-half cent or less shall be dropped, and those of more than one-half cent shall be considered as one cent; for example, if the class rate applicable upon the property in boxes or cases is 75 cents per 100 pounds, the rate to be charged when shipped in the package described will be 82 cents per 100 pounds, the fraction of one-half cent being dropped; if the class rate is 36 cents per 100 pounds, the higher rate to be charged will be 40 cents per 100 pounds; if the class rate is 8 cents per 100 pounds, the increase would be eight-tenths of one cent, and the minimum increase being one cent per 100 pounds, the higher rate to be charged will be 9 cents per 100 pounds.

Minimum charge on single shipments.

4. (a) The minimum charge on a single shipment of one class classified first-class or higher or lower, shall be for the actual weight at the class or commodity rate to which it belongs, subject to a minimum charge of 25 cents.

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

(b) The minimum charge on a shipment of two or more articles packed separately, taking different classes, shipped at one time, by one shipper to one consignee, shall be at the actual weight of each article at the class or commodity rate to which it belongs, but should the weight in the aggregate, at the several rates, produce less than 25 cents, the minimum charge shall be 25 cents for the entire consignment.

Packages containing articles of more than one class.

5. (a) The rate for the highest classed article must be charged on any package containing articles of more than one class. This rule is not intended to prohibit the shipment of printed advertising matter in package goods; provided, that the printed advertising does not exceed two per cent. of the total weight; nor of shipments described in paragraph (b) of this rule.

(b) When premiums, prizes or other articles for advertising purposes are shipped in the package with the commodity that they advertise, the following will govern:

An article for advertising purposes may be shipped in the package with the commodity it advertises, provided only one such complete advertising article is contained in each package; the commodity shipped to be charged at actual weight, plus weight of the package (subject to the established minimum carload weight when in carloads) and at the rating applicable on such commodity; the advertising article to be charged at actual weight plus twenty (20) per cent. at the less than carload rate on such articles as per established tariffs.

In no case, however, shall the advertising article be charged at less than ten (10) per cent. of the gross weight of the package in which it is contained.

Carriers may require shippers to state in print or writing the character and actual weight of advertising articles contained in each shipment.

Separate charge to be made on each separate shipment.

6. On shipments consisting of more than one consignment, whether from one shipper to two or more consignees, or from two or more shippers to one consignee, charge for each consignment as a separate shipment.

Parts or pieces constituting one or more complete articles.

7. When parts or pieces constituting one or more complete articles are offered to carriers for transportation at one time by one shipper to one consignee and destination they will be rated at the classification provided for the complete article, whether S. U. or K. D. as specified in the classification; provided, however, that where the separate parts or pieces are rated separately in the classification, such separate ratings may be applied.

Classification of articles not specifically provided for.

8. When articles not specifically provided for, nor embraced in the classification as articles "Not Otherwise Specified," are offered for transportation, the classification applying on analogous articles may be used, and in such cases, carriers must report the facts to the Commission in order that, if necessary, the proper classification may be regularly established.

Gross and estimated weights.

9. Charges must be assessed on all articles at gross weight, except that where estimated weight is specified in the classification, such estimated weight shall apply. When the actual weight of the articles named below can not be ascertained at point of shipment, or in transit, or at destination, the following estimated weights shall govern:

ARTICLES.	WEIGHT.
Clay, per cubic yard.....	3,000 pounds.
Coal, per bushel.....	80 "
Coke, per bushel.....	40 "
Gravel, per cubic yard.....	3,200 "
Laths, green, per 1,000.....	530 "
Laths, seasoned, per 1,000.....	450 "
Lime (Rockland), per barrel.....	230 "
Lime (other than Rockland), per barrel.....	220 "
Lime, per bushel.....	80 "
Lumber, Ash or Black Walnut, green, per 1,000 feet.....	4,500 "
Lumber, Ash or Black Walnut, seasoned, per 1,000 feet.....	4,000 "

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Lumber, Elm, Hickory or Oak, green, per 1,000 feet.....	6,000 pounds.
Lumber, Elm, Hickory or Oak, seasoned, per 1,000 feet.....	4,500 "
Lumber, White Pine or Poplar, green, per 1,000 feet.....	4,000 "
Lumber, White Pine or Poplar, seasoned, per 1,000 feet.....	3,000 "
Lumber, Yellow Pine, green, per 1,000 feet.....	4,500 "
Lumber, Yellow Pine, seasoned, per 1,000 feet.....	4,000 "
Lumber, N. O. S., green, per 1,000 feet.....	6,000 "
Lumber, N. O. S., seasoned, per 1,000 feet.....	4,000 "
Sand, per cubic yard.....	3,000 "
Staves, Heading or Hoop-poles, green, car loaded to depth of forty-three inches per car.....	30,000 "
Staves, Headings or Hoop-poles, seasoned, car loaded to depth of fifty inches per car.....	30,000 "
Stone, not dressed, per cubic foot.....	160 "
Tan Bark, green, per cord.....	2,600 "
Tan Bark, seasoned, per cord.....	2,000 "
Telegraph Poles, Fence Posts or Rails, per cord.....	3,500 "
Wood, green, per cord.....	3,500 "
Wood, seasoned, per cord.....	3,000 "

Bulk freight, L. C. L.

10. Carriers are not required to take bulk freight L. C. L., unless so specified in the Classification.

Reduced rates on return
shipments.

11. Shipments of freight which are not delivered at destination, shall be returned to original shipper and point of shipment at one-half the rate applying in the reverse direction, provided that the original shipper shall file written request for such return, within thirty days after notice from carrier of failure to make delivery and guarantee or pay the freight charges in both directions, and any other legal charges which may have accrued. Billing for shipments returned under this rule must show proper reference to the original billing. Provided, however, that the above rule shall not operate to reduce the minimum charge on single shipments, as per Rule No. 4.

Articles racked or crated must be properly protected.

12 Articles offered to carriers for transportation at the rating provided for same in the Classification when racked or crated, must be enclosed to an extent sufficient to hold the framework together, and protect the property during the process of transportation. Nailing strips on or to the articles, forming partial protection only, will not be sufficient to entitle the property to the rating provided therefor when racked or crated.

Articles classified "in the rough."

13. (a) The classification of articles "in the rough" applies to such articles when sawed, hewn, planed or bent, and before any further manufacturing process has begun.

Articles classified "in the white."

(b) The classification of articles "in the white" applies after the manufacturing process has begun (and may include one coat of priming), but when the article has not been painted or varnished.

Articles classified "finished."

(c) The classification of articles "finished" applies to the article after it has passed the stage of manufacture covered by sections a and b of this rule.

Articles classified "nested."

(d) The term "nested" as used in this Classification covers a series of three or more like articles fitting closely, one within another.

Articles classified "packed."

(e) The term "packed" as used in this Classification is intended to apply only when the article is protected by a crate, box, barrel or similar carrier.

Articles in slatted boxes.

(f) Unless otherwise specified in the Classification, the ratings on articles shipped in slatted boxes shall be the same as when in boxes.

Where a lower rating is shown on an article, when in slatted boxes, than when in boxes, the boxes must be slatted on two opposite sides in the same manner as a crate, and so as to permit of easy inspection of the contents.

Heavy and bulky articles.

14. Owners shall load and unload L. C. L. shipments of heavy and bulky freight, such as can not be conveniently handled by station employees.

Tonweight.

15. A ton is 2,000 pounds, unless otherwise specified.

Commodity rates.

16. Authorized commodity rates shall govern only where lower than the class rates specified herein.

VIRGINIA CLASSIFICATION NO. 1—CONTINUED.

Rates on exhibits for fairs
or expositions.

17. Rates on shipments intended for fairs or expositions shall not exceed tariff rates from point of shipment to point of destination, being returned free via the same route, provided the re-shipper files with the agent of the transportation line, at re-shipping point, a certificate of some authorized official of the fair or exposition, that the shipment has been exhibited at said fair or exposition, and has not changed ownership. The above will not apply on horses.

RULES GOVERNING CARLOAD SHIPMENTS.

Application of carload
rates.

18. (a) Carload rates shall apply only when a carload of freight is shipped from one station, in one day, by one shipper to one consignee and destination. The minimum carload weight provided for on any article has reference to the minimum weight on which the carload rating will apply, when loaded in or upon one car (subject to rule 18b) although actual weight may be less.

Minimum carload weights.

(b) Unless otherwise specified in the Classification, the minimum carload weight of all articles shall be 24,000 pounds or twelve tons where the rate applies per net or gross ton, except that classes N, O, and P apply per car of 20,000 pounds, excess loaded in same car to be charged for in proportion. When a minimum carload weight of more than 20,000 pounds is specified, such minimum will apply regardless of the length of the car used.

When a minimum carload weight of 20,000 pounds or less is specified, such minimum will apply when cars of thirty-six feet in length or less are used; but when cars exceeding thirty-six feet in length are used, the minimum carload weight shall be increased in accordance with the following table:

LENGTH OF CARS.	When the minimum weight provided in the Classification for the article shipped is						
	20,000 lbs. less than	16,000 lbs. less than	15,000 lbs. less than	14,000 lbs. less than	12,000 lbs. less than	10,000 lbs. less than	8,000 lbs. less than
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Over 36 and not over 38 ft.	22,000	19,800	17,600	15,400	13,200	11,000	8,800
" 38 "	25,000	22,500	20,000	17,500	15,000	12,500	10,000
" 40 "	28,000	25,200	22,400	19,600	16,800	14,000	11,200
" 42 "	31,000	27,900	24,800	21,700	18,600	15,500	12,400
" 44 "	33,000	29,700	26,400	23,100	19,800	16,500	13,200
" 46 "	34,000	30,600	27,200	23,800	20,400	17,000	13,600
" 48 "	36,000	32,400	28,800	25,200	21,600	18,000	14,400
" 50 feet in length....	50,000	45,000	40,000	35,000	30,000	25,000	20,000
							Percentage Increase.
							10
							25
							40
							55
							65
							70
							80
							150

Actual weight must be charged for when in excess of the minimum weight.

The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars.

Charge to be made on the excess over a full carload.

(c) When a lot of freight (not in bulk and not including Live Stock), the standard minimum carload weight of which is 20,000 pounds or more, is offered for shipment on one day by one consignor, for one consignee and destination, in quantities in excess of the amount that can be loaded into one box, flat or gondola car, the following rules will apply in assessing the charges:

The first car and all succeeding cars, except the last must be fully loaded and charged for on basis of carload rate and at actual weight, but at not less than the established minimum weight per car.

The remainder of the consignment, if loaded in one box car, shall be charged for at actual weight and at the carload rate; but if the remainder require a flat or gondola car, it shall be charged for at actual weight, and at the carload rate, subject to a minimum weight of 5,000 pounds.

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

In all cases the way-bill for the car containing the part lot must give reference to the billing covering the full car or cars.

The above rules will not apply on articles on which the standard minimum carload weight is less than 20,000 pounds; but such articles, when shipped in excess of one full carload, or carloads, shall be charged for, so far as the excess is concerned, as though the excess were a separate shipment.

19. (a) The charge for less than a carload shall not exceed the established minimum charge for a carload of the same freight; nor shall the charge for a car fully loaded exceed the charge for the same property if taken as a less than carload shipment.

(b) When no carload rate is specified for an article, the L. C. L. rate shall be charged for any quantity of the article; and no two or more articles, each of which has a carload rate, shall be shipped in mixed carloads at the carload rate, unless so provided for in the Classification.

20. (a) Unless otherwise provided in the Classification, when articles on account of length require two or more cars to transport them, the minimum charge for each series or lot over which the loading extends (not to exceed four cars in any one lot or series in one shipment), shall be as follows: For the first car, the minimum weight provided for such articles in carloads; fifty (50) per cent. of such minimum weight for each additional car. In no case, however, shall the charge be less than 36,000 pounds for two cars, 48,000 pounds for three cars, or 60,000 pounds for four cars (actual weight to be charged for when the aggregate actual weight exceeds the specified minimum weights) at the carload rate. But when same consignor furnishes other freight for same consignee at same destination, loaded on same cars, making the actual weight of shipment equal to or in excess of the minimum weights above provided for, the several articles shall be charged at their class rate in carloads, and at actual weight. (See Note).

Note.—When more than four cars are used, the additional car or cars will be considered as a new series.

When articles on account of length require two or more cars to transport them, and the cars are loaded to full or safe-carrying capacity, the minimum weights as per Rule (18b) should govern, actual weight to be charged for when the aggregate actual weight exceeds the specified minimum weights.

Charge for less than a carload not to exceed the charge for a carload.

Mixed carloads and articles for which no carload ratings are shown.

Articles requiring two or more cars for transportation.

Articles too long and bulky to be loaded in box cars.

Loading and unloading freight in C. L.

Allowance in weight for racks or standards on flat or gondola cars.

Loading cars in excess of safe carrying capacity.

Examination of contents of packages and application of proper classification.

Prepayment of freight charges.

Articles of less value than freight or other charges to be prepaid or guaranteed. Guarantee of charges.

Icing charges.

(b) Unless otherwise specified, articles too long or bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than for 4,000 pounds at the first-class rate.

21. Owner shall load and unload all freight in earloads, unless carriers elect to do so for their own convenience.

22. An allowance of 500 pounds weight will be made for racks, standards or stakes and strips on flat or gondola cars, if loaded with freight requiring their use; provided, that in no case shall less than the specified minimum earload weights be charged for the property for which either racks, standards or stakes and strips are furnished.

23. Cars must not be loaded in excess of their safe carrying capacity, as prescribed by the rules of the various carriers. Where cars are so overloaded, the carriers are left free to charge for the excess a rate that will effectually stop a practice fraught with so much danger to life and property.

24. (a) If agents at points of shipment have reason to suspect that an attempt is being made to deceive the carrier, or avoid proper classification, they may require an examination of contents, or other sufficient evidence that such freight is correctly described before or after receipting for same. Should freight be incorrectly described and escape detection at shipping point, if the real character of the goods is discovered before delivery to consignee or to connecting road, charges will be collected according to proper classification.

(b) Prepayment of freight charges may be declined at the receiving station upon any shipment, where the agent is not satisfied that the article upon which prepayment is tendered is correctly described in the shipping receipt.

25. (a) Any shipment which, in the judgment of the forwarding agent, would not bring at forced sale the amount of the freight charges at destination, must be prepaid, or charges guaranteed.

(b) Articles on which prepayment is required may, on the approval of the General Freight Department of the road on which the freight originates, be forwarded on the guarantee of the shipper that freight and charges will be paid at destination. Full explanation to be made on way-bills or manifests and transfer slips.

26. Carriers will be permitted to make such rules and regulations regarding icing shipments of property requiring icing as may be just and reasonable, subject to review by the Commission on complaint.

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

EXPLANATION OF CHARACTERS.

The Class is Given Opposite Each Article.

- 1, 2, 3, 4, 5 and 6, stand for First, Second, Third, Fourth, Fifth and Sixth Classes, respectively. 1½ for 1½ Times First-Class. D1 for Double First-Class. 3T1 for Three Times First-Class. 4T1 for Four Times First-Class. A, B, C, D, E, F, H, J, K, L, M, N, O and P, stand for Classes A, B, C, D, E, F, H, J, K, L, M, N, O and P respectively.
- L. C. L. stands for Less than Car Load.
C. L. stands for Car Load.
N. O. S. stands for Not Otherwise Specified in this Classification.
S. U. stands for Set Up.
K. D. stands for Knocked Down.

ARTICLES NOT ENUMERATED WILL BE CLASSIFIED WITH ANALOGOUS ARTICLES.

A	CLASS		A	CLASS	
	LCL	CL		LCL	CL
... or drums (C. L., min. wt. 30,000) or drums ic.	1	...	Agricultural Implements, L. C. L.—Con. Cutters, horse-power, S. U. Same, wheels detached and small parts packed or in bundles Diggers, potato, S. U.	1 3 2 4	...
... wt. 30,000 lbs.)	3	5	... nails detached and	1	...
... In tank cars, C. L., min. wt. capacity of tank.	2	5	... wood and iron, S.	3	...
Nitric, viz.: ... 30,000 lbs.) ... or drums (C. L., min. wt. ... n. wt. 30,000 lbs.) ... capacity of tank)	3 3 3 6 2 5 2	5 5 5 5 5 5 5	... to cotton gins; see	1 2 3 1 2 1 2	...

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VIRGINIA CLASSIFICATION.

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VIRGINIA CLASSIFICATION No. 1—CONTINUED.

B	CLASS		B-C	CLASS	
	LCL	CL		LCL	CL
5,000 lbs.) and Steel Articles.	1	5	Fertilizers, C. L.		6
folded	3		aid or guaranteed, in	6	
inside carriers, with-	2	4			6
turned	1			1	
r crates	4		Britannia Ware	1	
boxes or barrels	4	A	Briquettes, charcoal, for foot warmers, packed	4	
	2	5	L., min. wt. 15,000 lbs.)	2	3
	1	6	weight 15,000 pounds	2	5
			es, mixed (C. L., min. wt.		5
			n. wt. 12,000 lbs.)	5	2
	4		in bundles	1	
			Brushes, carbon	2	4
			Brushes, gin	2	
			Buckets, vis:		
			Dredge, ore and coal dumping, iron or steel; see Iron and		
			Steel Articles		
			and Steel Articles.	3	5
			(C. L., min. wt. 24,000		
			or wired together in	4	
			rates.		
			or wired together in	4	
			eel Articles.	A	
			best.		

class.

[illegible]

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

C	CLASS		C	CLASS	
	LCL	CL		LCL	CL
Cake, viz.: Corn oil, in sacks or barrels..... Cotton seed oil: see Fertilizers.	6	.....	..... same as Massachusetts.	4	.....
.....	D	.....	tes.....	.....	6
.....	5	.....	.....	2	.....
.....	5	.....	.....	3	.....
.....	5	.....	.....	.....	5
.....	5	.....	.....	1	.....
.....	5	.....	.....	1	.....
.....	3	.....	.....	3	.....
.....	3	5	.....	4	.....
.....	6	.....	.....	D1	.....
.....	.....	.....	.....	1	.....
.....	1	.....	ultural Implements.	.....	.....
.....	1	.....	| water; see Boxes,	.....	.....
.....	2	.....	.....	.....	.....
.....	1	.....	.....	.....	.....
.....	4	.....	.....	.....	.....
.....	4	.....	.....	.....	.....
.....	4	.....	.....	.....	.....
.....	1	3	.....	.....	.....
20,000 lbs.).....	.....	.....	.....	.....	.....
.....	4	.....	.....	.....	.....
1 Fish), Fruit and Pork).....	5	5
.....	4
1 Cream).....	4	5
Preserves.	4	5
.....	4	5
.....	2	4
.....	2	5
.....	4	5
.....
.....	2
.....	1
Same, boxed or crated.....

[illegible]

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VIRGINIA CLASSIFICATION No. 1—CONTINUED.

C-D	CLASS		D-E	CLASS	
	LCL	CL		LCL	CL
via.—Con. and small parts taken bundles..... or hogheads ..	2 D1 2 3 6		2 D1 2 3 6
..... ma. and Steel Articles. on Lumber.	2	.....		2	.....
Crucibles, earthen or mineral, packed in barrels, hogheads or casks..... Crushers; see Agricultural Implements. Crushers, ore, stone and rock; see Machinery and Machines. Crushers, Hullers and Separators, cotton seed; see Ma-	3	.....		3	.....
.....	4 4	..... 6	boxes or bales. Jeans, made of cotton warp and with wool, shoddy	4 4	..........
.....	5 4 1 2	..... ..... ..... .....	..... ..... beams Goods, N. ods not spe-	5 4 1 2	....................
Cutters, tobacco, hand, packed..... Cutting Boards; see Boards, cutting. Cyclorams, see Scenery.	2 3	..... .....		2 3	..........
Cylinders, via.: Cotton mill machinery, parts of; see Machinery, cotton and woolen. For shipping, gas, acids or liquids; see Drums.					

VIRGINIA CLASSIFICATION No. 1—Continued.

[illegible]

Fertilizer Commodity Rates.		Twenty per cent high- er than Carload Rates on Fertilizers.	
1	Kainit.....	5	A
2	Manure Salts.....	4	0
1 1/2	Marl, green sand.....	1	4
1	Meal, cotton seed.....	2	4
1	or fertilizer or fertilizer material		
2	te of and sulphate of, when for		
2	r material.....		
1	for coloring fertilizers, in barrels		
D1	d.....		
D1	Chemical wood, in bales.....		
	Cocoa, in bags or sacks.....		
	Same, in dholla or pressed in bales.....		
	Cocoa.....		
	Cotton seed hull: Cotton Seed Hull rates.		
	1 tops or bottoms:		
5	es (C. L., min. wt.....	2	4
	.....	5	D
	.....	3	5
	.....	2	4
	.....	4	
	.....	4	
	.....	3	
	.....	3	
	.....	3	
	Egg Case Fillers), a crates or bundles.....	3	5
	tes, barrels, casks,	4	
	.....	1	
	.....	1	
	loose.....	1	
	.....	1	
	ad so marked on were, see Towers.....	1 1/4	1

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

F	CLASS		F	CLASS	
	LCL	CL		LCL	CL
Fire Escapes; see Iron and Steel Articles.			Food, prepared, N. O. S.	1	
Fire Extinguishers, see Extinguishers.			Food Preservative, in glass, packed	1	
Fire Kindling; see Kindling.			Same, in cans, packed in boxes	3	
Fireplugs; see Iron and Steel Articles.			Same, in kegs, barrels or casks	4	
Fish, viz.:			medium of cotton		
Canned, in boxes (including Fish in oil); see Canned Goods.			rates.	2	
Fresh, packed, prepaid or guaranteed	1	B	socked.....	1	
Fresh (see Note)	5	B	stems fully boxed)	1	
Pickled or salted, in packages			Steel Articles.		
Note.—No charge will be made for the transportation of					
airload shipments in transit.					
C. L.	4		id Door and Win-		
Articles.	3T1		dora, Frames and		
a	D1			1	
not including Pipe), crated or	1			2	
id Steel Articles.	3			1	
Awning, iron; see Iron and Steel Articles.				2	
Bank, store, etc.; see Furniture					
Electrical; see Electrical Instruments and Fixtures.					
Gas, packed.	2		5.;		
Grate, see Grates			Pears and Black-	4	
Fl					
Flake, malt; same as Cerealine.					
Flakes, rice, see Rice Flakes.					
Flanges, wheel; see Iron and Steel Articles.					
Flasks, viz.:					
Moulders' and pipe, iron; see Iron and Steel Articles—					
Castings.					
Moulders' wood.	4	6			
Flex, pressed in	2				
			Fruit, green, viz.:		
			Note.—If shippers of Green Fruit in carloads furnish		
			stoves and fuel to prevent freezing in cold weather, one		
			attendant must accompany each shipment of one or		

VIRGINIA CLASSIFICATION.

Class or lower when in straight C. L., mixed C. L.,
min. wt. 12,000 lbs.

Furniture, L. C. L., vol.:

Beds, spring or woven wire; see Mattresses.

Bedsteads, folding, boxed or crated (see Note 1) (a)

**no on Folding
Book Cases,**

1. **BOOK COVER**

3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	

BOOK

Settees; Chair rates.
Sideboards or Buffets, wrapped or crated.
Sofas or Tete-a-Tetes, wrapped or crated.
Springs, furniture; see Springs.
Stands or Racks, music, 8. 0.
Same, K. D. flat, rapped or packed.

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

F-G	CLASS		G	CLASS	
	LCL	CL		LCL	CL
and wood com- or boxed	1	.....	Glass and Glassware, viz.:—Con. Demi-johns, viz.:	4	.....
l. U., crated or	2	.....		D1	.....
boxed or crated.	1	.....		1	.....
ports, wrapped	1	.....		1½	4
meat or kitchen	3T1	.....		1½	5
of Filing Cab- Roller Book	D1	.....		1	3
.....	1½	.....		3	5
.....	2	.....		5	A
.....	2	.....		2	.....
.....	3	.....		.....	.....
.....	2	.....		.....	3
.....	1½	.....		1	.....
ipped or crated or packed, 8 U. ped or packed.	2	.....		4	5
.....	2	.....		3	.....
ood combined,	1	.....		3T1	.....
metal and glass,	3	.....		.....	.....
packed..... Furs; see Hides. Fuse	2	.....		.....	.....
Fustic, extract, in barrels or on ks.	1	.....		.....	.....
G					
Galvanized Iron Watering Pots; see Pots. Gambier	4	.....	urement. Requiring flat or gondola car (see Note 2). Minimum weight 5,000 pounds, actual weight to be charged for if in excess of the minimum. Carload.	1	3
Game, see Poultry. Garbage Tankage, dried and ground; see Fertilizers. Gas, acetylene, in steel cylinders .....	.....	.....		2	4
Gas, in iron buoys, requiring flat or gondola car, min. wt. 5,000 lbs. each.....	3	.....		1	.....
.....	1	.....		.....	3

um lights, in cylinders	3	...	Plate Glass, boxed, viz.: Loaded in box cars (see Notes 1 and 3): Exceeding seven and one-half feet in width or with a united outside measurement exceeding nineteen feet.....	3T1	.....
steel drums, cylinders	5	...	outside measure- d one-half feet in measurement not exceeding outside mea- surement.	1	3
Articles.				2	4
O. S.	2	...		1	3
n boxes or in bulk in	3	...			
red, packed.	3	...			
inery and Machines.	1	...			
inery and Machines.	2	...			
packed in boxes.					
...					
or barrels; not taken.	1	...			
min. wt. 20,000 lbs.).	3	5			
returned; see Ale and					
Common, packed.	3	5			
Common, in bulk, packed in excelsior, straw or similar		5			
...					
...	6	6		1	...
...		4		3	5
...					
...	2	4		3	5
ed, in	4	...		1	...
rest or	1	...			
...	3	5		3	...
...	2	4		4	...
...	3	5			5
Articles.					
it star	1	...			
more	D1	...			
...	1	3		5	...
...					

NOTE 3.—"United outside measurement" means the length and width of package added together.

Window Glass, colored, enameled or ground
Window Glass, common
Window Glass, common, colored, enameled or ground
Glass Ball Traps, see Traps
Glass Cutting Boards, see Boards
Glauber Salts: see Soda, sulphate of.
Glucose, Molasses rates.
Glucose Refuse or Gluten Meal, in sacks, barrels or casks

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

G	CLASS		H	CLASS	
	LCL	CL		LCL	CL
Glucose Refuse or Gluten Meal, when shipped to fertilizer manufacturers, C. L.; see Fertilizers.					
Glucose Syrup, see Syrups.					
Glue, viz.:			Hair, viz.:	3	5
Liquid, in glass, boxed	1		N. O. S., packed or in sacks	1	
Liquid, in cans, boxed	2		Hair Felt	1	
Liquid, in barrels or casks	4		Hair Goods, manufactured, packed in boxes	2	
Dry, in boxes, sacks, kegs, barrels or casks	4		Hair Rope; see Rope.	D1	
Glycerine, viz.:			Hames; see Saddlery.		
In glass, packed, or in cans jacketed (C. L., min. wt 30,000 lbs.)	1	4	Hammocks, with or without fixtures	1	
In cans, boxed (C. L., min. wt. 30,000 lbs.)	2	4	Hammock Sticks or Spreaders, wooden	3	5
In barrels, casks or iron drums (C. L., min. wt. 30,000 lbs.)	3	4	Hams; see Meats.		
Glycerine, nitro; see Explosives.			Handles, viz.:		
Grabots, see Cotton Re-Gins and Linters.			Broom, boxed, crated or in bundles	4	6
Graders, road, and Road Machines; see Machinery and Machines.			Broom Handles and Broomcorn, mixed, C. L.; see Broomcorn.		
Graders' Outfits; see Outfits.			barrels	3	
Grain, brewers' dried (refuse malt)	D	D	bundles	2	
Grain, molasses, dry; same as Bran, Shorts and Shipstuf.	2		nt, in bundles	3	
Grain, packed in boxes	D		in, wt. 20,000	3	P
Same, packed, except in boxes	D		les.	3	6
Same, in sacks			or barrels	3	
Same, in bulk					
vary.					
icks or barrels (C. L., min	5	6		3	4
ate Fixtures; see Iron and					
s.)	6	40% loss than Class L		1	
roving Paper, Pitch, Tar,		A	Havermacks	1	
mixed, min. wt. 30,000 lbs.			Hay, Fodder and Straw, pressed in bales (C. L., min. wt 20,000 lbs.)	5	D
Gravestones; see Monuments.					

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Culture

[illegible]

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VIRGINIA CLASSIFICATION No. 1—CONTINUED.

CLASS	CLASS		CLASS	CLASS	CLASS
	LCL	CL	LCL	CL	CL
Traps, and Cape or other traps, loose	6				
Wheels or	6				
Foots, Plates, or racks	6				
Iron.	6				
Iron.	6				
Electric light or railway.	5				
Iron.	5				
Posts, fence	4				
Posts, hitching	4				
Posts, lamp	4				
Prison Work, via:	5				
Jail Plate	5				
Same, C. L.; see Special I	4				
ator Enclosures	3				
Frogs, Splice Bars, Stands, Ties, Tie	5				
Rails:	6				
L. C. L.	6				
or kegs (estimated					
combined, packed					
or stone, packed or					
in bundles					
Sinks, loose or in crates or barrels, not nested					
crates or barrels					
cast iron; see Castings and					
N. O. S.					
ton.					
ked; see Special Iron.					
Slugs for brake shoes; see Brake Shoes.					
Special Iron, viz. (See Note):					
NOTE.—On mixed carloads of articles included in the following "Special Iron" list, the carload "Special Iron" rate will apply, subject to the established minimum carload weight.					
Columns, Pedestals, Window Jambs, Plates, Channel Bars and					
finished boiler heads, Plate and Rod, un-					
id or not polished, un-					
mit easy inspection of					
Blooms and Billets, steel, L. C. L.					
Bolts, loose, five feet or over in length, C. L.					
Bolts, Nuts, Rivets and Washers, packed or in sacks or in bundles, C. L.					
Boxes, cast iron service or stopcock, C. L.					

Special Rates, or 6th Class, in the absence of Special Rates.

Special Rates, or 6th Class, in the absence of Special Rates.

Special Rates, or 6th Class, in the absence of Special Rates.

Carload:

Old or second-hand, min. wt. 40,000 lbs.
New; see Special Iron.
Railway Trucks, portable, iron, wood or iron and wood
combined, K. D. flat
Retorts, N. O. S.
Rivets; see Bolts.

see; see Vehicle Materials.
al Iron.

ds and over.
000 pounds.

cents per 100 pounds higher
to exceed Sixth Class,
weighing not less than

100 pounds
Scrap Iron, Bones and Rags, mixed (min. wt 30,000 lbs.)

on will apply
which have
said ratings
Machinery,
unless broken
equipment and

Pipe.
in crates or bundles,
with wooden covers.

NOTE.—The above rating will apply on sheets of less than one-sixteenth of an inch in thickness.

Sheet Iron Plates or Strips, N. O. B., in kegs or barrels
Shingle Bands, in bundles or barrels

Special Rates, or 6th Class, in the absence of Special Rates.

Special Rates, or Help Class, in the absence of Special Rates.

and Steel Articles. Iron and Steel Articles.	3	6
firing decorated china, porcelain, fired.	3	6
in crates, barrels or bundles. Pine or other woods, C. L., min. wt. 30,000 lbs.; Lumber rates.	5	6
kagea, boxed or	5	A
ed	1	2
ms; see Iron and	4	3
4	4	
Kowrie; see Gum		
Kraut, see Sauerkraut.		
Kryolith, see Cryolite.		
L		
Labels, paper, in boxes, prepaid or guaranteed.	2	
Labels, wooden, in bundles.	1	
Same, in crates	2	
Same, in boxes	3	
Ladders, viz.: Iron	3	
Wood, K. D. flat, packed or in bundles	3	
Wood, N. O. S.	2	
Rope, packed or in bundles	2	
000 lbs	1	
re.	4	
id Glasware.	1	
C. L., min. wt.	1	
d.	1	
. flat or folded	1	
	DI	
1		
and Forgings, N. O. S.	6	
rt and K. D.	5	
or in barrels	4	
Buttering.	3	
3	6	
Covering.	6	
Acids or liquids; see	6	
Drums.	6	
Tubing, N. O. S.	6	
Same, C. L., see Special Iron.	6	
Tubing, boiler	6	
Same, C. L.; see Special Iron.	6	
Tubs; see Tubs.	6	
ized iron or tin, not	1	
1	3	
2	2	
4	4	
2	2	
min wt. 12,000 lbs.)	DI	
4	4	
Tanks	3	
3	3	
1	1	
3	3	
4	4	
4	4	
6	6	
4	4	
3	3	
3	3	
1	1	
wire; see wire.		
Ironing Boards, packed		
Ironing Boards		
Iron, sulphate of, see Cupperas.		
Same, when shipped to fertilizer factories; see Fertilizers.		
Isinglass		

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

L	CLASS		L	CLASS	
	LCL	CL		LCL	CL
Lard, viz. (See Note):					
Note.—With shipments of Lard, no freight charges will be made for ice necessary to preserve same in transit.					
In stoneware, unpacked.	1				
In tin cans, unpacked.	2				
if (products of cotton	B				
Articles.	1				
Articles.	2				
Articles.	3				
Lathing, iron or steel; see Iron and Steel Articles.					
Laths, actual weight; see Lumber, common.					
Launches; see Boats					
Lead, viz.					
Acetate of (Sugar of Lead), in sacks or boxes.	2				
Same, in kegs, barrels or casks	4				
Bar, sheet or glaziers', not packed (C. L., min. wt. 30,000 lbs.)	4				
Same, packed (C. L., min. wt. 30,000 lbs.)	5				
Black, see Plumbago.					
Pig					
Red and white, see Paints.					
Scrap, packed	5				
in. wt. 30,000 lbs					
or barrels					
ks, min. wt. 30,000 lbs.					
min. wt. 30,000 lbs.)					
Leather, viz:					
Loose (C. L., min. wt. 20,000 lbs.)	1				
In rolls or boxes (C. L., min. wt. 20,000 lbs.)	2				
Artificial, packed.	3				

each package weighing less than twenty pounds, L. C. L., not taken.

Same, in glass or stone, in bulk, C. L. or less, not taken.

RELINSE.

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VIRGINIA CLASSIFICATION No 1--CONTINUED.

M	CLASS		M	CLASS	
	LCL	CL		LCL	CL
L., viz.:—Con.			Mats and Matting, viz.:		
Lead or box taken off and the legs or with the head case	2		Excelsior Packing Mats (C. L., min. wt. 20,000 lbs.)	4	6
option)	5		Wire, iron, steel, rubber, sisal, hair, hemp, jute or cocoa	2	
s, side seams not closed.	2		Oil press, cotton	4	
ers.	1½		Oil press, N. O. S.	1	
	3		Oil Press Cloth or Matting, old, shipped from oil mills; see Rags.		
	3		N. O. S.	1	
	D1		Mattlocks; see Iron and Steel Articles.		
	3		Mattresses; see Furniture.	5	
	1		Mauls, wooden		
	2		Meal, viz.:		
	4		Alfalfa, in sacks or barrels	D	
	4		Corn, in paper sacks	5	
	3		iminated weight 200 pounds per barrel	D	
	3		rtihazera		
	3		Oil Meal; same as Flax Seed.		
	3		Refuse.	3	5
	3		Linseed Oil Meal	D	
	1		Oat, see Oatmeal.	D	
	4		Peanut		
	4		Rice; see Rice Meal.		
	6		Measures, iron or steel, not nested (C. L., min. wt. 20,000 lbs.)	1	4
	2		Same nested C. L., min wt 20,000 lbs	3	4
	4		s, Agateware, Granite		
	1		2,000 lbs.)	3	5
	4		actual weight, viz.:		
	D		d Poultry), prepaid or	2	
	1		ed Poultry), min. wt.		
see Ale.					4
barrels or sacks	6	D	It be made for the transport-		
and Steel Articles.	4		necessary to preserve in transit		
asked.	4		or Salt Meats, and mixed		
			Meats and Packing House		

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In cans (jacketed), unpacked In cans, boxed In cans In barrels, carrier's convenience In barrels	2 3 4	Oilers or Oiling Cana, N. O. S. Oil Press Cloth or Matting; see Mats. Oil Tank Wagons; see Vehicles. well boring	1	1	6 6
d	4	ies, Vinegar, Sauerkraut, see Pickles.	2	4	6
isting of Spectacles, Eye- Marine Glasses, Micro- etc., and Lenses therefor.	4		1		
Note.—Telescopes and Telescope Lenses, N O S., taken only by special agreement.					
Oranges; see Fruit, green. Orange Peeling; see Peeling. Ordinance Stores, N. O. S. Ore, Stone and Rock Crushers; see Machinery and Ma- chines. Ores, viz. (see Note).	2		2		
Note.—Specimens or Samples of Ore, must be prepaid or guaranteed					
	4		5	5	6
			5	5	6
			6	6	6
			6	6	6
			4	4	6
			A	A	6
			5	5	6
			5	5	6
			5	5	6
					K

O

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

O-P	CLASS		P	CLASS	
	LCL	CL		LCL	CL
Oanaburg, see Dry Goods.		N		1	4
(lbs.) of frame, boom, d coal, minimum o furnish car with (w)		6	Paper, N. O. S.	2	
h is attached propelling device, counter weights, to be furnished ried free; no mileage allowance de.			with other paper tak-	3	
	3			5	
	2			2	A
			Same, pressed in bales	3	4
			Wrapping, printed	4	
			N. O. S., ruled	A	
			N. O. S., unruled	5	5
			Same, C. L., or in mixed C. L., with paper taking Class	3	
				4	
					6
Ovens, via:					
Bakers', sectional steel, K. D.	1	N			
Sand Ovens, see Stoves and Ranges.					
N. O. S., S. U., not packed.	3	3	paper, folding.		
N. O. S., S. U., packed	D1	5	as Paper, N. O. S.		
N. O. S., K. D., packed	1		Shells.	1	
Or Bows and Yokes	2			2	
Oysters and Clams, via:	3		undles		
In glass, packed	1		ing and cutting paper	2	
In cans or kegs	3			3	
Shell, in sacks or barrels.	4				
Shell					
			Books, with flexible	3	5
			or boxes.		
			r and Roofing Gravel,		
			0 lbs.)	3	A
				5	
				1	
				1	
					3
			loon Outfit.		
	3	5			
packed flat in bundles					

or in	3	5	Paris Green; see Paints.	3	5
to be			Paris White; see Paints.	3	
when	DI		Partitions, rolling or folding, wood or wood and iron com-	3	
	1		bined, packed.	3	
	1		Paste, carpet cleaning; see Washing Compounds.	6	
iron	3		Paste, chicle, in tube, kegs, half-barrels or barrels.	1	3
oxid.	4		tubes, packed or in		
	3		vall cleaning.		
kite,			wt. 20,000 lbs.)		
closed	4		ed, Tar, Asphaltum		
			), packed in cans or	3	
5. L.		6	per pound.	D	
	5		Hulls.	5	
	4	D			
	5	D			
			Pears; see Fruit.		
			Peas, viz.:		
			Dried or split, N. O. S., in boxes, sacks or barrels	4	5
			Cow, clay and field	D	
			Peat or Peat Moss, in sacks, bales, barrels or casks.	4	A
			Peavies; see Cant Hooks		
			Pebbles, grinding (used in pulverising mills); Cement		
			rates.		
				2	
				2	
				3	
				2	
			barrels	1	
			crates or boxes	1	
			or Cylinders, packed	1	
			not used, packed	1 1/4	
				1	
	5	A	or casks	3	
			) and Fruit Phosphates	4	
	1		see Water, aerated,		
	1				

NOTE 1.—Unless otherwise specified, all printed forms and all unprinted forms cut to size and ready for immediate use, will be rated as Stationery, N. O. S.

N
D rolls, each roll containing
caps or nails, sufficient to lay
1 at the ratings applying on

Item	Quantity	Unit	Notes
Ten Pins and 1 Ball; see Ten Pins	3		
Tent; see Tent Pins	3		
N. O. S., wooden, see Woodenware	3		
Pipe, viz.:	K		
Block tin, in casks	1 1/4		
Copper, brass and metal, N. O. S., not boxed	2		
Same, boxed	4		
Earthen and concrete, drain, tile or sewer (C. L., min. wt. 20,000 lbs.)	5		
Lead	D1		
Sheet iron, spiral, see Iron and Steel Articles	1 1/4		
Stove, and Elbow, loose or wired in bundles	4		
Same, boxed or crated (C. L., min wt. 12,000 pounds)	4		
Stove, side seams not closed, nested, wired in bundles or crated	4		
Same, in mixed C. L. with Stoves and Ranges; see Stoves and Ranges	4		
Tin, N. O. S. (not nested), crated or boxed	1 1/4		
Same (nested), crated or boxed	2		
Wooden and Bored Logs	4		
Terra cotta, in boxes or crates	4		
In casks, barrels or tierces	5		
Loose	4		
Pipe Fittings; see Fittings	3		
Pipe Covering, asbestos, see Asbestos Products	3		
Pipe Covering, cork, boxed or crated	3		
Pipe Covering, magnesite	3		
Pipes, organ; see Musical Instruments	2		
Pipes, tobacco, viz.:	2		
Common clay, in boxes or barrels	2		
Corn cob, in boxes	1		
N. O. S.	6		
Pitch, in barrels or casks	1		
Pitch, Asphaltum, Roofing Paper, Tar and Roofing Gravel (in mixed C. L.) (min. wt 30,000 lbs.)	6		
Pith, corn stalk, packed or in sacks (C. L., min wt 20,000 lbs.)	D1		
Plaids; see Dry Goods			
Planers; see Machinery and Machines, N. O. S.			

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

P-Q-R	CLASS		R	CLASS	
	LCL	CL		LCL	CL
Powder, viz.: Baking and yeast..... Bleaching, see Lime, chloride of. Cattle, horse or condition, see Food, animal or poultry. Explosives; see Explosives.	3	■			
ishing Powders.....	3	.....	irect or ticles. pection	4	6
l Implements. ive.....	4	.....	.....	1	5
.....	2	5	.....	2	.....
.....	2	5	.....	3	.....
.....	2	5	.....	1	6
.....	2	.....	Cars, loaded on flat or gondola cars..... Cars and Locomotives, standard gauge, on their wheels, subject to the following rules:		
.....	2	.....	BASIS FOR CALCULATION OF FREIGHT.		
.....	2	.....	M		
.....	2	4	ATTENDANTS IN CHARGE.		
.....	1	3	Attendants in charge of Passenger, Sleeping, Dining, Baggage, Mail and Express Cars, must pay full fare in both directions.		
.....	2	3	The rates on Locomotives do not include the fare of attendants or caretakers.		
.....	2	.....	Attendants or caretakers in charge of Locomotives		
.....	2	.....	..... 12c. per mile		
.....	4	5	..... and		
.....	4	.....	..... 10c. per mile		
.....	4	.....	..... 8c. per mile		
.....	4	.....	Stock		
.....	4	.....	..... 6c. per mile		
.....	4	.....	..... 4c. per mile		
.....	4	.....	..... 4c. per mile		
.....	5	.....		
Machines. Pulp, beet; see Beet Pulp. Pulp, mineral.....					

	4	5	6		4c. per mile
Pulp, tomato, in kegs, barrels or casks					
Pulp, wood (not Pulp Boards), in sacks, bundles, or packed					
Same, in sacks, bundles, packed, or in bulk					
Pulp Boards, wood; see Paper.					
Round, in packages	4				
Fittings, Fixtures and Parts.	1		6		
Engines; see Machinery and	3				
Material.	1				
Fixtures and Parts.	4		6		
Machines.	2				
Pyrites; see rams.					
Pyrites, see Fertilizers.					
Pyrites Cinder or Refuse or Dross.	A				
Quartz, granulated, see Crushed Granite.					
Quicksilver, in iron flasks	1				
Quills, goose or turkey, in bales, crates, boxes or barrels.	1				
Plumes, in cases.	D1				
Quilts and Comforts, see Dry Goods.					
Quilting Frames, K. D., in bundles	2				
Quoins, printers', wooden	4				
Racks, viz.:					
ndles or crates.	3		4		
mpletely K. D.	3		5		
Mangers.	3				
ned.	1				
Rags, viz.:	3		5		
In sacks or crates					
In barrels or hogheads	4				
Pressed in bales	A				
Rags, Bones and Scrap Iron, mixed (min. wt. 30,000 lbs.)					

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VIRGINIA CLASSIFICATION No. 1--CONTINUED.

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State Roofing, packed.....	6	K	Spools, cotton and woolen mill; see Machinery, cotton and woolen.	3
Slate Roofing (C. L., min. wt. 30,000 lbs.).....	3	5	Spoons, tin or tinned iron, boxed.....	1
Slate Slab, N. O. S.; see Marble and Granite.			Spouts; see Gutters and Guttering.	4
Slates, school.....			Sprayers, garden; see Agricultural Implements.	5
			Sprayers, N. O. S., hand-power, packed.....	1
			Spreaders; see Agricultural Implements.	3
				2
				1
				2
				3
				4
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				100

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

T	CLASS		T	CLASS	
	LCL	CL		LCL	CL
Tea.....	1	Tire Setters, N. O. S.	2
Teapots.....	Di	.....	Tire Shrinkers and Benders.....	2	.....
			Tires, locomotive; see Iron and Steel Articles.		
			Tires, rubber, boxed or crated, viz.:		
			Pneumatic.....	1	.....
			Solid.....	2	.....
			Tires, wagon; see Iron and Steel Articles.		
			boxes or kegs.....	3	.....
			, barrels or kegs.....	2	.....
			, in boxes, barrels, crates, bales or	2	.....
			baskets.....	4	5
			Unmanufactured, in horseheads or tierces, any quantity	3	.....
			in car, on the stack, loaded and		4
			(C. L., min. wt. 10,000 lbs.)		3
			, to be loaded and unloaded by		0
			wt. 10,000 lbs.)		
			wooden (C. L., min. wt. 20,000	A	
			lbs.)		
Staples.....	1	.....	Tobacco Barns; see Barns.		
Telephones, boxed.....	1	.....	Tobacco.....		
Ten Pins and Ten Pin Balls, crated or boxed.....	2	.....	in.....		
Tents and Fixtures.....	1	3	as.....		
Tent Pins.....	3		Tobacco.....		
Tent Poles: see Poles.			Tobacco.....		
			Tobacco.....		
			Tobacco.....		
			cl		
			weighing		
			unmanu-		
			; same as		
			tierces,		
			dftings, in		
			fertilizer		
			shipping		
			fertilizer		
			purposes, and so certified on bill of lading or ship-		
			ping receipt; see Fertilizers.		

VIRGINIA CLASSIFICATION No. 1—CONTINUED.

	T		U-V		CLASS	
	LCL	CL	LCL	CL	LCL	CL
Traps, viz.:—Con. Sewer, gas or grease, viz.: Iron; see Iron and Steel Articles.						
Lead, loose Lead, in barrels or boxes	3					
Traveling Bags; see Bags.	4					
Trays, brick; see Brick Trays.						
Tinys, gas, wooden, in packages (C. L., min. wt. 24,000 lbs.)	3	5				
Trunks, N. O. S., wooden; see Woodenware.	6					
Treenails						
Tree Protectors, iron; see Iron and Steel Articles.						
Tree Protectors, for wrapping fruit and shade trees, made of canvas and wood, K. D. flat, in bundles (C. L., min wt 20,000 lbs)	3	5				
Trees and Shrubbery, viz:	1					
cents per pound	3					
cents per pound	2					
her's risk of loss or damage	4					
proper packing, and to be						
owners, prepaid or guaran-						
teed, straight or mixed, C. L., min wt 16,000 lbs.						
Name, value limited to three cents per pound						
Evergreens, for decorating purposes, prepaid or guaran-						
teed, in bales, boxes, barrels or crates (C. L. min. wt. 12,000 lbs.)	1	3				
Plants, strawberry, in baskets without overtop handles.	1					
Plants, N. O. S., in bales	1 1/2					
In covered baskets	D1					
In boxes or crates	1					
Runways and Switches.	5	6				
See Gutters and Guttering						
Wooden, eave; see Conductors.						
Metal watering; see Iron and Steel Articles.						
Trucks, viz.						
Baggage, R. U. (C. L., min. wt. 20,000 lbs.)	1	3				
Bams, K. D. (C. L., min. wt. 20,000 lbs.)	3					
Car; see Iron and Steel Articles.						

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VIRGINIA CLASSIFICATION No. 1—CONTINUED.

V	CLASS		V	CLASS	
	LCL	CL		LCL	CL
Vegetables, vis.:—Con. Artichoke Tubers, B etc., etc.—Con. Norz.—Mixed cartons of Apples, Pears, Artichoke Tubers, Beets, Cabbage, Carrots, Onions, Potatoes and Turnips shall be charged at the carload rate applying on the highest rated article contained in the car.					
N. O. S., packed, prepaid or guaranteed... Velvet Beans; see Beans. Vehicles, viz.: Automobiles, Locomotives or other Self-Propelled Ve- hicles, viz. (see Note):	3				
Norx.—Horseless Vehicles, operated by electricity, must have the connecting wires between battery and motor disconnected. Vehicles operated by gasoline or naphtha must have tanks emptied, the tank cover or plug removed and packed separately, and the sparking wire detached.					
S. U. K. D., and parts thereof, boxed or well crated S. U. or K. D. (min. wt. 10,000 lbs.) Barrows, furnace charging viz.: S. U. Wheels and movable iron parts detached	3T1 D1 3 4				
on off ; see Carriages, unless crated or ured of iron and racks, viz.:	1 2 3 1 1/2 4 5				
Cam, viz.: Cans, coke or mining, S. U.	4				

V	CLASS		V	CLASS	
	LCL	CL		LCL	CL
Vehicles, viz.:—Con. Hose Reels, N. O. S., and Hook and Ladder Trucks, L. C. L., min. wt. 5,000 lbs. each (C. L., min. wt. 20,000 lbs.) Hose Reels or Hose Carts, two-wheeled, K. D., boxed or crated (C. L., min. wt. 20,000 lbs.) Oil Tank Wagons, S. U., L. C. L., min. wt. 4,000 lbs., each. Same with wheels and tanks or shafts detached,). ng Wagons, each (C. L., n. wt. 4,000 rtached Vehicle Ma- lawn, field ized or well height crated, box or crate not exceeding thirty inches in height Wagons and Wagonettes, N. O. S., S. U. Same, wheels and poles or shafts detached Same (C. L., min. wt. 10,000 lbs.) Wagons, delivery or freight, N. O. S., without springs, S. U. Same, wheels and poles or shafts detached. Same (C. L., min. Wagons, delivery or Same (with tops), Same (without tops), wheels and poles or shafts detached Same (C. L., min wt. 20,000 lbs.) Wagons, garbage or ash, S. U. Same, wheels and poles or shafts detached Same (C. L., min. wt. 16,000 lbs.)	1 D1 1 2 D1 D1 1 2 1 1/2 D1 1 1 3T1 1 1/2 1 1/2 2 3T1 1 1/2 1 1 1/2 3	5 5 5 3 5 5 4 5			

Same, smaller parts boxed Same. A U or K D	5	6	Wagons, mining; see Cars, logging and mining. Wagons and Carts, farm or lumber, viz.:	1 1/4 4	6
as Car Trucks; see Iron	4	6	NOTE.—The classification of "Wagons and Carts," on com- without or Varn- high pro-		
by steam, cable, horse or 4,000 lbs. each (C. L., 18 (c) not to apply)	D1	5	S. U. Taken apart and thoroughly K. D. S. U. or K. D. (C. L., min. wt. 20,000 lbs.) Vehicle Materials and Parts of Vehicles (see Note), viz.:		
Carriages, Buggies and Trotting Wagons, viz.:	ST1 ST1		NOTE.—Unless otherwise specified, the ratings shown in the following list of wooden Vehicle Materials and Parts of Vehicles will apply on shipments finished or in the white.		
S. U.	D1				
box or crate exceeding	1 1/4				
box or crate exceeding not exceeding fifty-four	1	3			
box or crate not exceeding					
Acipeden and Tricycles,	ST1 D1			A 4	6
ached, body and wheels	1			2	
S. U. or K. D., packed or not packed (C. L., min. wt. 10,000 lbs.)		3		1	
Carts, viz.:				1	
Barrel, wheels and shafts detached and crated.	4	6			
Clay, for use on portable railways; see Brick Trucks.	1 1/4				
Coal and dump, S. U.	3			2	4
Same, with wheels detached	4			1	4
Same, y K. D. wt. 20,000 lbs.)		6		2	
Same.	D1				
Farm and lumber; see Wagons.	1				
Hand or push, S. U.					
Hand or push, K. D., or with wheels detached.					
Hand or push, S. U. or K. D. (C. L., min. wt. 20,000 lbs.)		5			
min. wt. 10,-	1	3			
as Carriages,				3	
Fire Engines,				2	6
gies and Trot-				1	
	ST1	3		2	
FI					
GI					
HI					

VIRGINIA CLASSIFICATION No. 1 CONTINUED.

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VIRGINIA CLASSIFICATION No. 1—CONTINUED.

W	CLASS		W-Y-Z	CLASS	
	LCL	CL		LCL	CL
Wheelbarrow Trays, iron or steel, nested..... Wheel Flanges; see Iron and Steel Articles. Wheels, viz.: Agricultural implement, iron; see Agricultural Imple-	4	6	pencils, packed..... Ropes.	3	5
			Preservative; same rating as see Blocks.	3	5
	4	6	5 (C. L., min. wt. 15,000 lbs.)... and Tube, mixed (C. L., min.	3	5
	4		crated..... glass panel inserted, boxed or		5
	1		Bottle, packed (C. L., min. wt. 12,000 lbs.)... N. O. S., wood, in bundles, boxes or racks.	1 3 3	5 5 5
Willowware..... Willowware Baskets; see Baskets. see Iron and Steel Articles. in bundles or boxes..... wood, K. D.	D1		Clothes (C. L., min. wt. 12,000 lbs.)... bes Props and Washboards be.).....	3	5
Windmill Towers, iron or steel, including Wooden Plat- forms for as K. D.	3	5			
Windows, metal; s wooden	3	5		3	5
	4	6			
Window, N. O. S., window, plain, uncut	1		Firkins (C. L., tes, Dishes and	3	5
	3			3	5
				3	5
			Work, Wains- k or other hard bundles, crates	4	6

NOTE.—All sizes of Iron or Steel Wire, shipped in coils or on reels, will be considered as Wire, and classified straight lengths, not be considered Wire inch in diameter.

Aluminum.....	2	4	Cornices, wooden, for windows, doors or inside finish.	4	6
Brass, bronze, copper (covered or plain or German silver).....	3	4	Cornices, wooden, for outside finish; see Mouldings, wooden.		
Same (C. L., min. wt. 30,000 lbs.).....	4	4			
	6		Wool, viz.: Mineral.....	6	
			N. O. S., in sacks or bales.....	2	
(C. L., min.	5	6	Wool Nails or Combs; see Wool.		
	2		Wool Softener; see Softener.	2	
dies.	4		Wool, steel, packed.....		
			Woolen Goods; see Dry Goods.		
			Woolen Goods, mixed with cotton goods; see Dry Goods.	3	
			Wrenches, packed.....	D1	
			Wringers, clothes, not packed.....	2	
			Same, packed.....		
	3	5			
	2	5	Yachts; see Boats		
Is, in mixed and Woven.....		6	Yarns;.....		
			Yeast;.....	1	
Articles.	5		Yeast;.....	3	
Wire Fencing, not woven.			Yeast Powders; see Powders.		
Wire Hooks; see Hooks.			Yellow Metal, copper and zinc combination, in sheets or plates, boxed or crated.....	3	
Wire Mattresses; see Furniture.			Yokes; see Vehicle Materials and Parts of Vehicles.		
Wire Netting, viz.:.....					
Mattress, woven, in boxes, crates or rolls.....	3	5			
N.	4	5			
Wire			Zinc, viz.: In boxes, chests, sheets or rolls.....	4	6
			In blocks or pigs (C. L., min. wt. 30,000 lbs.).....	6	
			Scrap, packed.....	5	
Wire					
Wire			Zinc, chloride of, viz.: carboys, packed.....	1	
Wire				2	
Wire				4	
Wire Work: Table, Toilet and Household Articles, boxed or crated.....	1				6
Wire Work: Racks, Stands, Vases, Signs or Figures, boxed.....	D1		Zi.....		
			Zi.....		
	1		Zinc Dross.....	6	
	1		Zinc Dust and Zinc Flue Dust; see Paints.		
	1				
	3			5	
pine, poplar, elm, gum.				2	
				4	
				3	6

APPLICABLE TO

Atlantic Coast Line Railroad Company
Danville and Western Railway Company
Old Dominion Steamship Company
Seaboard Air Line Railway
Southern Railway Company
Tidewater and Western Railroad Company
Virginia Navigation Company
Washington and Old Dominion Railway

Exception Sheet No. 1 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907

(Revised to December 31, 1913)

RULES AND SPECIAL INSTRUCTIONS

Application of Carload Rates to or from points on Tidewater and Western Railroad (Narrow Gauge Line.)

When all of a carload shipment can not be loaded in or on a car furnished by the Tidewater and Western Railroad Company, the carload rate applies to the actual weight of the entire shipment, whether carried in or on two or more cars on the Tidewater and Western Railroad, but never on less than the published carload minimum weight.

ARTICLES	CIA SS	ARTICLES	CLASS
Agricultural Implement Parts:			
Iron, steel or wood, N. O. S., packed or in bundles.....	2	rt and K. D. flat,	1
Bones, empty, namely:			2
Water, made of wood, wire or	2	K. D.	1
L.....	2	wrapped or crated,	1
	2		1
board Air Line Railway or		k, wooden, N. O. S.,	2
road, over which lines com-		D. flat, in bundles,	1 1/2
Fruit and	3	or steel, crated or	1
L.....	3	boxed.....	1
L. C. L.	3	Poles, curtain, N. O. S., and Fixtures, boxed or crated	1
es), boxed,	1	iron, steel and wood combined,	1
	1	crated or boxed	1
	3	metal and wood combined, N.	2
K.	5	oxes.....	1
	1		
	1	via:	
	3	or over fifteen feet long,	
	2	to a minimum charge of	
	3	as rate on each consign-	
	3	ire to load and unload,	
	1 1/2	wide nor over fifteen feet	3T1
put	1	long, outside measurement, L. C. L.....	1
ef.	2	All sizes, C. L.....	3
L.	2	Plate Glass, boxed (see Notes 1 and 2), via:	
	3	Over seven and one-half feet wide or over fifteen feet long,	
		outside measurement, subject to a minimum charge of	
		5,000 pounds at the First-Class rate on each consign-	
		ment (carrier's option), owners to load and unload, L.	
		C. L.....	3T1
		Not over seven and one-half feet wide nor over fifteen	
		feet long, outside measurement, L. C. L.....	1
		All sizes, C. L.....	3
		d in box	
		full flat	
		account	
		box cars	
		same for	

EXCEPTION SHEET No. 1 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

[illegible]

APPLICABLE TO

The Baltimore and Ohio Railroad Company Valley Railroad Company of Virginia Southern Railway Company

Exception Sheet No. 2 to Virginia Classification No. 1.

APPLYING BETWEEN STATIONS IN VIRGINIA, AS FOLLOWS:

On B. & O. R. R.—Local and to Valley Railroad of Virginia and Southern Railway (Harrisonburg Extension).
On Valley Railroad of Virginia—Local and to B. & O. R. R. and Southern Railway (Harrisonburg Extension).
On Southern Railway (Harrisonburg Extension)—When to points on B. & O. R. R. or Valley Railroad of Virginia.

EFFECTIVE OCTOBER 1, 1907.

(Revised to December 31, 1913).

RULES AND SPECIAL INSTRUCTIONS.

- | | |
|-------------------------|--|
| Minimum Carload Weight. | 1. The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car. unless otherwise specified in the Classification. |
|-------------------------|--|

EXCEPTION SHEET No. 1 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

[illegible]

APPLICABLE TO

The Baltimore and Ohio Railroad Company Valley Railroad Company of Virginia Southern Railway Company

Exception Sheet No. 2 to Virginia Classification No. 1.

APPLYING BETWEEN STATIONS IN VIRGINIA, AS FOLLOWS:

On B. & O. R. R.—Local and to Valley Railroad of Virginia and Southern Railway (Harrisonburg Extension).
On Valley Railroad of Virginia—Local and to B. & O. R. R. and Southern Railway (Harrisonburg Extension).
On Southern Railway (Harrisonburg Extension)—When to points on B. & O. R. R. or Valley Railroad of Virginia.

EFFECTIVE OCTOBER 1, 1907.

(Revised to December 31, 1913).

RULES AND SPECIAL INSTRUCTIONS.

Minimum Carload Weight.

1. The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification.

EXCEPTION SHEET No. 2 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

RULES AND SPECIAL INSTRUCTIONS.—CONTINUED.

1—Cont'd. When a minimum carload weight of 24,000 pounds or less is specified, such minimum will apply when cars of 36 feet 6 inches in length or less are used, but when cars exceeding 36 feet 6 inches in length are used the minimum carload weight shall be increased in accordance with the following table (actual weight to be charged when in excess of the minimum weight):

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:				Percentage Increase
		24,000 lbs.	20,000 lbs.	18,000 lbs.	16,000 lbs.	
		charge not less than	charge not less than	charge not less than	charge not less than	
		lbs.	lbs.	lbs.	lbs.	
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. long.	" 38 " 6	26,400	22,000	19,800	17,600	10
	" 40 " 6	30,000	25,000	22,500	20,000	25
	" 42 " 6	33,600	28,000	25,200	22,400	40
	" 44 " 6	37,200	31,000	27,900	24,800	55
	" 46 " 6	39,600	33,000	29,700	26,400	65
	" 48 " 6	40,800	34,000	30,600	27,200	70
	" 48 " 6	43,200	36,000	32,400	28,800	80
	" 50 " 6 inches in length.	60,000	50,000	45,000	40,000	150

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:					Percentage Increase.
		15,000 lbs.	14,000 lbs.	12,000 lbs.	10,000 lbs.	8,000 lbs.	
		charge not less than	charge not less than	charge not less than	charge not less than	charge not less than	
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. long		lbs.	lbs.	lbs.	lbs.	lbs.	
"	38 " 6	16,500	15,400	13,200	11,000	8,800	10
"	40 " 6	18,750	17,500	15,000	12,500	10,000	25
"	42 " 6	21,000	19,600	16,800	14,000	11,200	40
"	44 " 6	23,250	21,700	18,600	15,500	12,400	55
"	46 " 6	24,750	23,100	19,800	16,500	13,200	65
"	48 " 6	25,500	23,800	20,400	17,000	13,600	70
"	50 " 6	27,000	25,200	21,600	18,000	14,400	80
"	50 " 6 inches in length.....	37,500	35,000	30,000	25,000	20,000	1 50

Note.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice-boxes constructed in ends thereof extending from top of car partially to floor thereof the length shall be computed from the inward side of the ice-box.

Part Carloads. Issuance of receipts therefor.

2. Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received, in order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

EXCEPTION SHEET No. 2 TO VIRGINIA CLASSIFICATION No. 1--CONTINUED.

Distribution of carload shipments.

3. Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignees thereof or to party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.

Rule for Charging Freight on Mixed Carloads.

4. When a number of different articles of the same class in carloads are shipped at one time by one consignor to one consignee and destination, in mixed carloads, they are to be taken at the rate per 100 pounds for such class, and at the highest minimum carload weight provided for any of the articles; actual weight to be charged for if, in the aggregate, it is in excess of the minimum weight.

If the articles are of more than one class when in straight carloads, the carload rate and the minimum weight attaching to such rate for the highest classed article, or articles, that make up the mixed carload is to be charged; the actual weight to be charged for if the actual aggregate weight of all the articles is in excess of the minimum weight, excepting as provided in Rule 20-a of the Classification.

Allowance in Weight for Linings in Cars with Perishable Freight.

5. On potatoes and other property perishable from frost when cars are lined by shippers, allowances for such linings will be made as follows:

1,000 pounds for shipments in box, ventilated or refrigerator cars.

Freight charges will be computed upon total gross weights of the shipments and linings, less the foregoing allowance, but subject to the minimum carload weight provided by the tariff of the initial line.

The linings, if attached to the car and not removed therefrom, will be returned with the car to consignor without charge, when consignor so requests.

Minimum Charge for Iron Articles too long or too wide to be loaded through side doors of box cars.

6. The following Iron Articles, viz.:

Angle,	Crossings, girder, railroad,	Shafting,
Bar,	Girders,	Sucker Rods,
Beams,	Pipe, wrought iron (not riveted	Tank (not Tanks).
Boiler (not Boilers).	or in coils),	Telegraph Poles,
Bolts,	Plate,	Trucks, turn-table, railroad,
Bridge,	Poles, electric light or railway,	Tubing, seamless (U. S. Standard
Columns,	Rails,	Gauge No. 15 or lower),
Crossings, frog, railroad,	Rods,	Turn-Tables, railroad,

when exceeding twenty-two (22) feet in length or too wide to be loaded in a standard thirty-six (36) foot box car through the side door thereof, and if all the articles are loaded together in one car, shall be charged at actual weight and class rate for each article, except that the minimum charge for each shipment shall be 1,000 pounds at first-class rate, and this minimum shall apply whether the articles are loaded in a box, stock, gondola or other car. If the shipment is loaded in two or more cars, the portion loaded in each car shall be treated as a separate shipment. If the shipment is of such length as to require two or more cars for transportation, Rule 20-a will apply.

EXPLANATION OF CHARACTERS.

The class as given opposite each article, 1, 2, 3, 4, 5 and 6 stands for First, Second, Third, Fourth, Fifth and Sixth Classes, respectively: 1 1-4 for Once and a quarter First Class. 1 1-2 for Once and a half First Class. D 1 for Double First Class. 2 1-2 for Twice and a half First Class. 3T1 for Three Times First Class. 4T1 for Four Times First Class (being the progression of classes above First Class). C. L., for Carloads. L. C. L., for Less Carloads. S. U., for Set Up. K. D., for Knocked Down. P. P., for prepaid. N. O. S., for Not Otherwise Specified. The Term "Nested" refers to a series of similar articles nested, or enclosed one within the other.

[illegible]

[illegible]

[illegible]

APPLICABLE TO

The Chesapeake and Ohio Railway Company
Nelson and Albemarle Railway Company

Exception Sheet No. 3 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907.

(Revised to December 31, 1913).

Minimum Carload Weights.

The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum weight), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification, with the following exceptions:

ARTICLES	MINIMUM WEIGHT
	Unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car.
Blocks, cement, or Artificial Stone	40,000 lbs.
Brick, fire, paving and pressed.....	40,000 "
Cement: In bags, straight carload.....	38,000 "
In barrels, straight carload; or in barrels and bags, mixed carload.....	40,000 "
Cinders.....	40,000 "
Clay, fire and common.....	40,000 "
Feldspar.....	40,000 "

Forest Products, as follows:

Lumber, Logs, Lath, Shingles, Shingle Bolts, Timber, Staves, Heading, Hoops, Hoop Poles, Billets, Blocks, Picture Backing, Basket Material, Piles, Fence Posts, Pickets, Telegraph Poles and Cross-Arms, Shooks, Box Stuff, Spokes, sawed or split, in the rough, Railroad Ties, Barrel Shooks, Cedar Posts, Stave Bolts, Timber, Hubs and Blocks, not trimmed, turned or boxed, Spoke and Handle Wood, Bolts, Wagon Material in the rough.....	34,000 lbs.
Lumber, dressed.....	
Logs and Unsawed Stock and Material in the rough, shipped to mills or manufacturers on line of this road, to be sawed or worked into finished stock for reshipment via this line.....	
Mine Timber, for furnaces and ore mines, Mine Props for coal mines and Lumber for coke car doors.....	
Chestnut Wood.....	
Pulp Wood or Billets.....	
Staves and Heading, common, to be used in making lime barrels.....	
Gravel	40,000 "
Iron and Steel Articles, named in Virginia Classification under head of "Special Iron"	36,000 "
Iron, pig	25 gross tons
Plaster, calcined and wall	40,000 lbs.
Sand	40,000 "
Slag, furnace.....	40,000 "
Slate roofing	40,000 "
Soapstone	36,000 "
Stone, sawed, Flagging and Paving Blocks, rough building, rubble and crushed.....	40,000 "
Tar, coal and gas	36,000 "

EXCEPTION SHEET No. 3 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

The following will govern, in place of Rule 18-b of the Classification:

When articles made subject in the body of the Classification to the provisions of this Rule are loaded in or on cars 36 feet 6 inches or less in length, they shall be charged at the minimum carload weights specified therefor in the Classification (actual weight to be charged for when in excess of the minimum weights). If such articles are loaded in or on cars exceeding 36 feet 6 inches in length, the minimum carload weights to be charged shall be in accordance with the following table (actual weight to be charged for when in excess of the minimum weights) (see Note.)

The platform measurement of flat cars and the inside measurement of other cars must be shown on manifests and transfer slips to connecting lines.

In no case will it be permissible to furnish a longer car and charge the minimum provided for a shorter car.

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:				Percentage Increase.
		24,000 lbs.,	20,000 lbs.,	18,000 lbs.,	16,000 lbs.,	
		charge not less than	charge not less than	charge not less than	charge not less than	
		lbs.	lbs.	lbs.	lbs.	
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. long.....		26,400	22,000	19,800	17,600	10
" 38 " 6 " 6 " "		30,000	25,000	22,500	20,000	25
" 40 " 6 " 6 " "		33,600	28,000	25,200	22,400	40
" 42 " 6 " 6 " "		37,200	31,000	27,900	24,800	55
" 44 " 6 " 6 " "		39,600	33,000	29,700	26,400	65
" 46 " 6 " 6 " "		40,800	34,000	30,600	27,200	70
" 48 " 6 " 6 " "		43,200	36,000	32,400	28,800	80
" 50 " 6 inches in length.....		60,000	50,000	45,000	40,000	150

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:					Increase in Percentage
		15,000 lbs.,	14,000 lbs.,	12,000 lbs.,	10,000 lbs.,	8,000 lbs.,	
		charge not less than	charge not less than	charge not less than	charge not less than	charge not less than	
		lbs.	lbs.	lbs.	lbs.	lbs.	
Cars over	36 ft. 6 in. and not over	16,500	15,400	13,200	11,000	8,800	10
"	38 " 6 " 6 in. long	18,750	17,500	15,000	12,500	10,000	25
"	40 " 6 " 6 " "	21,000	19,600	16,800	14,000	11,200	40
"	42 " 6 " 6 " "	23,250	21,700	18,600	15,500	12,400	55
"	44 " 6 " 6 " "	24,750	23,100	19,800	16,500	13,200	65
"	46 " 6 " 6 " "	25,500	23,800	20,400	17,000	13,600	70
"	48 " 6 " 6 " "	27,000	25,200	21,600	18,000	14,400	80
"	50 " 6 inches in length.....	37,500	35,000	30,000	25,000	20,000	150

Note.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice boxes constructed in ends thereof extending from top of car partially to floor thereof the length shall be computed from the inward side of the ice box.

Part Carloads. Issuance
of Receipts therefor.

Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received, in order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

		When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:					Percentage Increase
		15,000 lbs.,	14,000 lbs.,	12,000 lbs.,	10,000 lbs.,	8,000 lbs.,	
		charge not less than	charge not less than	charge not less than	charge not less than	charge not less than	
		lbs.	lbs.	lbs.	lbs.	lbs.	
Cars over	36 ft. 6 in. and not over	16,500	15,400	13,200	11,000	8,800	10
"	38 " 6 " " 6	18,750	17,500	15,000	12,500	10,000	25
"	40 " 6 " " 6	21,000	19,600	16,800	14,000	11,200	40
"	42 " 6 " " 6	23,250	21,700	18,600	15,500	12,400	55
"	44 " 6 " " 6	24,750	23,100	19,800	16,500	13,200	65
"	46 " 6 " " 6	25,500	23,800	20,400	17,000	13,600	70
"	48 " 6 " " 6	27,000	25,200	21,600	18,000	14,400	80
"	50 " 6 inches in length.....	37,500	35,000	30,000	25,000	20,000	150

Note.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice boxes constructed in ends thereof extending from top of car partially to floor thereof the length shall be computed from the inward side of the ice box.

Part Carloads. Issuance
of Receipts therefor.

Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received, in order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

EXCEPTION SHEET No. 3 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Distribution of carload shipments.

Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignees thereof or to party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.

Minimum Charge on Iron Articles too long or too wide to be loaded through side doors of box cars.

The following Iron Articles, viz.:

Angle,	Crossings, girder, railroad,	Shafting,
Bar,	Girders,	Sucker Rods,
Beams,	Pipe, wrought iron (not riveted	Tank (not Tanks),
Boiler(not Boilers),	or in coils),	Telegraph Poles,
Bolts,	Plate,	Trucks, turn-table, railroad,
Bridge,	Poles, electric light or railway,	Tubing, seamless (U. S. Standard
Columns,	Rails,	Guage No. 15 or lower),
Crossings, frog, railroad,	Rods,	Turn-Tables, railroad,

when exceeding twenty-two (22) feet in length or too wide to be loaded in a standard thirty-six (36) foot box car through the side door thereof, and if all the articles are loaded together in one car, shall be charged at actual weight and class rate for each article, except that the minimum charge for each shipment shall be 1,000 pounds at first-class rate, and this minimum shall apply whether the articles are loaded in a box, stock, gondola or other car. If the shipment is loaded in two or more cars, the portion loaded in each car shall be treated as a separate shipment. If the shipment is of such length as to require two or more cars for transportation, Rule 20-a will apply.

Allowance in Weight for Linings in Cars with Perishable Freight.

On potatoes and other property perishable from frost where cars are lined by shippers, allowance for such linings will be made as follows:

1,000 pounds for shipments in box, ventilated or refrigerator cars.

Freight charges will be computed upon total gross weights of the shipments and linings, less the foregoing allowance, but subject to the minimum carload weight provided by the tariff of the initial line.

The linings, if attached to the car and not removed therefrom, will be returned with the car to consignor without charge, when consignor so requests.

[illegible]

EXCEPTION SHEET No. 3 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Hides, Peltries and Skins: Dry. Loose, or tied in bundles or bales Packed in bales C. L., min wt. 20,000 lbs. Green or green salted. Loose, L. C. L.; not taken. Tied in bundles	1½ 1	..... ..... 4			5 5
	J	5			.....
	1	.....			.....
N clause must be entered in full bill of lading by consignors of transits' Movables and Second- signed by same. "The con- as the option of shipping same t limitation as to value in case causes which would make the es to the specified valuation or damage from causes which would make the carrier liable, because of the lower			Portable: Wheels off, when loaded in standard box cars not exceeding thirty-six feet in length through the side doors thereof N. O. S., min. wt. 8,000 lbs. each. Engines and Boilers, combined shipments N. O. S.: S. U.: Not crated or boxed Crated or boxed K. D. Machines, Machinery in car for transporta- parts thereof must be securely attached to machine or floor of car. Note 2. Machines, Machinery and Mills in pieces weighing three tons or over, to be loaded and un- loaded at expense of consignor and consignee. Note 3.—Machines weighing two tons complete machine detachable parts, machine or mill or cable on Machine Marble, Granite, Slate and Stone: Blocks or Slabs (natural or artificial): Chiseled, polished or dressed, boxed;	1 2 2 1 2 2 1 2 2	.............................................
N carloads of of five head will be treated as a separate shipment and charged for at the L. C. L. rates provided for same. When a car title, one man in charge Uniform Live Stock Contract. No free return passage to be given. Extra attendants (more than one) will be charged th Note 3.—P value, will tion at t Emigrants subject t therefor. Hunks and Shucks; see Hay. Common, wooden (except plow), in boxes, crates or bundles				4	.....

EXCEPTION SHEET No 3 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Monuments, Gravestone, and Tombstones, granite, marble or stone (artificial or natural):—Con.			Saddlery and Harness:	1	
			Collars, horse, in sacks, bales or boxes		
			Harness:		
			In bundles	2	
			In boxes	3	
			Sweat Pads, collar, harness or saddle	1	
			N. O. S.	1	
			Sarsaparilla; same as Water, mineral.		
			Sash, wooden; see Blinds.		
			Seed, viz.:		
			Sorghum and milo maize	4	6
			Shocks and Heading, in bundles	J	
			Shucks; see Hay.		
			Soap and Soap Washing Powders:		
			Soap	4	
			Soap and Washing Powders	4	
			Soda, viz.:		
			Sulphate of, or Glauber Salts:		
			In boxes or kegs	2	
			In bags	3	
			In barrels	4	
			C. L. min. wt. 36,000 lbs.		5
			Sorghum; same as Molasses.		
			Stone, blocks and slabs (artificial and natural); see Marble.		
			Stoves and Ranges, N. O. S., sheet iron or sheet steel, cast iron (including sheet or sheet iron ranges), or with cast iron bases and tops; Stove Plates, Stove Furniture (cast or sheet iron or steel), and Stove Hollowware (not enameled, agate or granite ware, and not including stove pipe and stove pipe elbows), straight or mixed C. L., min. wt. 24,000 lbs.		5
			Straw, see Hay.		
			Sugar:		
			N. O. S., in bags, boxes, half-barrels or barrels	4	5
			Sweat Pads; see Saddlery.		
			Ten Bark; see Bark.		
			Tobacco		
			oking or chewing), in drums,	1	
			stick, to be loaded and unloaded in. wt. 20,000 lbs.		4
			just, Sweepings and Siftings, in		
			Tc		

Monuments, Gravestone, and Tombstones, granite, marble or stone (artificial or natural):—Con.

NOTE 1.—Pieces weighing three tons and over to be loaded and unloaded at expense of consignor and consignee.

N

packed or in sacks:
Chinquapins, Filberts, Pecans,
Brazil or Cream Nuts.

or barrels (C. L., min. wt. 24,000 lbs.)

Oil:

Coal, or its products, as follows:
Benzene
Benzole
Carbon
Coal
Fuel
Gas
Gasoline
Kerosene
Lubricating
Also Cotton Seed Oil and Linseed Oil:
In iron drums or barrels or in wood (C. L., min. wt. 24,000 lbs.)

Outfits:
Grading, contractors' or graders', including Dump Carts and not more than five head Horses and Mules, min.

[illegible]

APPLICABLE TO
Norfolk and Western Railway Company
Virginia-Carolina Railway Company
The Virginian Railway Company

Exception Sheet No. 4 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907.
(Revised to December 31, 1913).

Exceptions to Rules 18-b, 19-b and 22 of Virginia Classification No. 1

Rules 18-b, 19-b and 22 of Virginia Classification No. 1 are hereby changed to read as follows, applicable to all class and commodity rates named in tariffs governed by this Exception Sheet:

Minimum carload weights.	18. (b) Unless otherwise specified in the Classification or in this Exception Sheet, the minimum carload weight of all articles shall be 30,000 pounds or fifteen tons where the rate applies per net or gross ton, except that classes N, O and P apply per car of 20,000 pounds, excess loaded in same car to be charged for in proportion.
	The minimum carload weights of the articles named below will be:
	Blocks, building or paving, cement or concrete.....40,000 lbs.
	Brick, fire, paving and pressed.....40,000 "
	Cinders.....40,000 "
	Clay, common and fire.....40,000 "
	Feldspar.....40,000 "
	Iron and Steel articles named in Virginia Classification under head of
	"Special Iron" .....36,000 "
	Iron, pig.....25 gross tons.
	Lumber and articles taking lumber rates.....34,000 lbs.

Slag, furnace.....	40,000 lbs.
Slate, roofing.....	40,000 "
Soapstone.....	40,000 "
Tar, coal and gas.....	40,000 "

When a minimum carload weight of more than 24,000 pounds is specified, such minimum will apply regardless of the length of the car used.

When a minimum carload weight of 24,000 pounds or less is specified, such minimum will apply when cars of 36 feet 6 inches in length or less are used; but when cars exceeding 36 feet 6 inches in length are used, the minimum carload weight shall be increased in accordance with the following table:

Actual weight must be charged for when in excess of the minimum weight.

The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars.

Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received, in order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

Part carloads. Issuance of
Receipts therefor.

EXCEPTION SHEET No. 4 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Distribution of carload shipments.

Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignee thereof or to the party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.

Mixed carloads and articles for which no carload ratings are shown.

19. (b) When no carload rate is specified for an article, the L. C. L. rate shall be charged for any quantity of the articles.

When a number of different articles of the same class in carloads are shipped at one time by one consignor to one consignee and destination, in mixed carloads, they are to be taken at the rate per 100 pounds for such class, and at the highest minimum carload weight provided for any one of the articles; actual weight to be charged for if, in the aggregate, it is in excess of the minimum weight.

If the articles are of more than one class when in straight carloads, the carload rate and the minimum weight attaching to such rate for the highest classed article, or articles, that make up the mixed carload is to be charged; the actual weight to be charged for if the actual aggregate weight of all the articles is in excess of the minimum weight; excepting as provided in Rule 20 (a) of the Classification.

Allowance in weight for racks, etc., on flat cars and linings in box cars loaded with perishable property.

22. An allowance of 500 pounds weight will be made for Racks, Standards, Strips and Supports on flat or gondola cars, if loaded with freight requiring their use. In box, ventilated or refrigerator cars, loaded with perishable property, 1,000 pounds weight will be allowed for linings when placed in cars by consignors, provided that in no case shall less than the specified minimum carload weights be charged for the property for which either racks or linings are furnished. At carrier's option, the racks or linings, if attached to the car and not removed, may be returned to consignor with the car without charge; if removed and returned to consignor, they shall be charged fourth-class rates. In case consignor does not wish to have linings returned, the following notation should be made on way-bills: "Linings to be delivered to consignee." Consignors must indicate to agent at forwarding station whether they desire linings returned to them or not, and if to be returned, the agent at forwarding station will note on the way-bill: "Return linings to (give name and address). Return charges guaranteed by consignors on linings removed from car."

[illegible]

EXCEPTION SHEET No. 4 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Ale, Beer and Porter Packages or Carriers, empty, ret'd.— Con			1 Corn and Con-	1	
Wooden, Wire or Sheet Metal Cases or Barrels or Casks, either containing or not containing bottles, estimated weights as per Virginia Classification (C L., min. wt. 20,000 lbs.)	3	6	hen twenty-five	2	
B			ated together in	2	
Bags:			twenty-five pounds.	2	
Burlap or gunny, new or old, in bundles, boxes, bales or rolls (C. L., min. wt. 24,000 lbs.)	3	4			
Cotton, new, in bales, trunks or cases (C. L., min. wt. 24,000 lbs.)	2	3	min. wt. 20,000	1	4
Second-hand, in bundles or bags (C. L., min. wt. 24,000 lbs.)	3	4		2	4
Paper, N. O. S., in packages.			Crockery; see Earthenware.		
Traveling, Valises, Satchels, Travelers' Telescope Cases and Suit Cases, empty:					
Loose	D1		Doors, wooden; see Blinds.		
Crated or boxed (C. L., min. wt. 12,000 lbs.)	1½	2	Dry Goods, viz.:		
Bark:			Cotton Fabrics, in the original piece, but not finished articles ready for immediate use (made wholly of cotton), packed in rolls covered with burlap, or in boxes or bales.	3	
Chestnut oak and hemlock, stick, from stations on N. & W. R'y in Virginia, destined to points in Virginia off the line of N. & W. R'y, C. L., 24,000 pounds mini- mum		5	Warp, cotton or jute, in boxes or bales, or on beams.	3	
			Yarn, cotton or jute, in boxes or bales, or on beams.	3	
	4	6	E		
			Earthenware (not Chinaware), Crockery and Jug or Stone- ware:		
		5	L. C. L., loose; not taken.		
		J	Plumbers:		
			In crates, N. O. S., or in boxes or barrels	2	
			In bent wood or combined wood and woven wire crates, or in tierces, casks or hogheads	3	
			C. L., minimum weight 24,000 pounds		4
			N. O. S.;		
		6	In crates, N. O. S.	2	
Returned, or to be filled and reshipped over same line, minimum weight 10,000 pounds			In bent wood or combined wood and woven wire crates or in boxes	4	
Baskets:			C. L., minimum weight 24,000 pounds		5
Wooden or splint:	1		Excelsior, pressed in bales	2	
Without tops or handles, nested, in bundles or crates.			Explosives, high (subject to the rules published separately		
With tops or handles, nested, or in bundles of four with ends placed in each other	1½				

[illegible]

Hand Furniture, and signed by same: "The consignor of this property has the option of shipping same at a higher rate without limitation as to value in case of loss or damage from causes which would make the carrier named; which would rate the

Norm 2.—When Live Stock is shipped with carloads of Household Goods, etc., all stock in excess of five head will be treated as a separate shipment and charged for at the L. C. L.

Classification -----
Cattle, one man in charge will be carried free, and in such case agents will use the Uniform Live Stock Contract. No free return passage to be given. Extra attendants (more than one) will be charged the regular passenger fare.

**Bric-a-Brac, etc., of
carriers for transporta-
Household Goods and
articles being properly
specifically provided**

therefor.

Hunks: 800 Hay.

I

Iron and Steel Articles (see Notes 1 and 2):

NOTE 1.—Shipping receipts for L. C. L. must have noted thereon the number of pieces and packages comprising the shipments.

NOTE 2.—The following articles, viz.:

Angle
Bar
Beams
Boiler (not Boilers)
Bolts
Bridge
Columns
Crossing, frog, rail-
road
Crossings, girder, rail-
road
Girders
Pipe, wrought iron
(not riveted or in
coils)

Railway Track Material, viz.:

Angle Bars, Chairs, Fish Plates, Frogs, Splice Bars, Switches, Switch Chairs, Switch Stands, Ties, Tie

Table 7 *Linear regression coefficients for the relationship between the dependent variable and the independent variables*

...ing not less than 150

**Sheet Iron and Steel, plain, galvanized or corrugated, in
crates or bundles.**

	Shoes, horse, mule and ox, in boxes or kegs, actual weight
--	--	-------

Siding, stamped in imitation of brick or stone, packed or in bundles.

Slabs and Slab Steel, unpacked.....
Stairwork.....

Staples, fence, in kegs.....

Tubing.....

1

Lord

In cans or pails, crated or boxed, or in tubs, boxes or barrels.

Tard Comounds and Tardine Oil (products of cotton seed oil or boxed

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

3.: Brandy; and Wines

not

or barrels,

10 percent of

ments to or

lway or the

Lumber:

Loose, under one inch in thickness.....	..	..	..
Loose, one inch or over in thickness ..	..	..	..

In bundles, crates or boxes, any thickness.....

Applicable to shipments from Saltville, Va., only.....

Railway Track Material, viz.: Angle Bars, Chairs, Fish Plates, Frogs, Splice Bars, Switches, Switch Chairs, Switch Stands, Ties, Tie		5	. . . . .
.		5	. . . . .
.		5	. . . . .
.		5	. . . . .
.		5	. . . . .
.		5	. . . . .
.		5	. . . . .
.		5	. . . . .
Lard.		4	. . . . .
In cans or pails, crated or boxed, or in tubs, boxes or barrels. Lard Commodore and Cooking Oil (contents of cotton seed oil or boxed)		4	. . . . .
... ..		6	. . . . .
S.; Brandy; and Wines			. . . . .
r kegs; not or barrels, t, cement or		1	. . . . .
ments to or lway or the taken.		2	. . . . .
Lumber: Loose, under one inch in thickness. Loose, one inch or over in thickness In bundles, crates or boxes, any thickness Lye, concentrated: Applicable to shipments from Saltville, Va., only.		2	. . . . .
J		J	. . . . .
J		J	. . . . .
.	

	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Chiseled, polished or dressed, boxed: When consignor's valuation is not exceeded, or when exceeding forty Notes 1 and 2).	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
When consignor's valuation is not exceeded, or when exceeding forty Notes 1 and 2).	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
When consignor's valuation is not exceeded, or when exceeding forty Notes 1 and 2).	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
When consignor's valuation is not exceeded, or when exceeding forty Notes 1 and 2).	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
When consignor's valuation is not exceeded, or when exceeding forty Notes 1 and 2).	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72</																												

APPLICABLE TO

Cape Charles Railroad Company
New York, Philadelphia and Norfolk Railroad Company

Exception Sheet No. 5 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907

(Revised to December 31, 1913)

RULES AND SPECIAL INSTRUCTIONS.

Minimum carload weight.

1. The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification.

APPLICABLE TO

Cape Charles Railroad Company
New York, Philadelphia and Norfolk Railroad Company

Exception Sheet No. 5 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907

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Minimum carload weight.

1. The minimum weight upon all property in carloads when loaded on flat or in gondola, stock or box cars shall be 30,000 pounds (actual weight to be charged for when in excess of the minimum), unless the marked capacity of the car is less, in which case the minimum weight will be the marked capacity of the car, unless otherwise specified in the Classification.

When the Minimum Carload Weight Provided in the Classification for the Article Shipped is:						Percentage Increase per 1000 lbs.
15,000 lbs.,	14,000 lbs.,	12,000 lbs.,	10,000 lbs.,	8,000 lbs.,		
charge not less than	charge not less than	charge not less than	charge not less than	charge not less than		
lbs.	lbs.	lbs.	lbs.	lbs.		
Cars over 36 ft. 6 in. and not over 38 ft. 6 in. long.	16,500	15,400	13,200	11,000	8,800	10
" 38 " 6 " " " " "	18,750	17,500	15,000	12,500	10,000	25
" 40 " 6 " " " " "	21,000	19,600	16,800	14,000	11,200	40
" 42 " 6 " " " " "	23,250	21,700	18,600	15,500	12,400	55
" 44 " 6 " " " " "	24,750	23,100	19,800	16,500	13,200	65
" 46 " 6 " " " " "	25,500	23,800	20,400	17,000	13,600	70
" 48 " 6 " " " " "	27,000	25,200	21,600	18,000	14,400	80
" 50 " 6 inches in length.....	37,500	35,000	30,000	25,000	20,000	150

Note.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice-boxes constructed in ends thereof extending from top of car partially to floor thereof the length shall be computed from the inward side of the ice-box.

2. Railroad agents at forwarding points will not sign shipping receipts bearing the notation "part carload lot" until shipping receipts for the whole carload have been presented and the freight received in order that bill of lading may be obtained at the carload rate. Only one original bill of lading for the whole carload shall be issued.

3. Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignees thereof or to party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.

Part Carloads. Issuance
of Receipts therefor.

Distribution of carload
shipments.

EXCEPTION SHEET No. 5 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

Rule for charging freight on mixed carloads.

4. When a number of different articles of the same class in carloads are shipped at one time by one consignor to one consignee and destination, in mixed carloads, they are to be taken at the rate per 100 pounds for such class, and at the highest minimum carload weight provided for any of the articles; actual weight to be charged for if, in the aggregate, it is in excess of the minimum weight.

If the articles are of more than one class when in straight carloads, the carload rate and the minimum weight attaching to such rate for the highest classed article, or articles, that make up the mixed carload is to be charged; the actual weight to be charged for if the actual aggregate weight of all the articles is in excess of the minimum weight, excepting as provided in Rule 20-a of the Classification.

Allowance in weight for linings in cars with perishable freight.

5. On potatoes and other property perishable from frost when cars are lined by shippers, allowance for such linings will be made as follows:

1000 pounds for shipments in box, ventilated or refrigerator cars.

Freight charges will be computed upon total gross weights of the shipments and linings, less the foregoing allowance, but subject to the minimum carload weight provided by the tariff of the initial line.

The linings, if attached to the car and not removed therefrom, will be returned with the car to consignor without charge, when consignor so requests.

Minimum charge on Iron Articles too long or too wide to be loaded through side doors of box cars.

6. The following Iron Articles, viz.:

Angle,	Crossings, girder, railroad,	Shafting,
Bar,	Girders,	Sucker Rods,
Beams,	Pipe, wrought iron (not riveted	Tank (not Tanks),
Boiler (not Boilers),	or in coils),	Telegraph Poles,
Bolts,	Plate,	Trucks, turn-table, railroad
Bridge,	Poles, electric light or railway,	Tubing, seamless (U. S. Standard
Columns,	Rails,	Guage No. 15 or lower),
Crossings, frog, railroad,	Rods,	Turn-Tables, railroad,

when exceeding twenty-two (22) feet in length or too wide to be loaded in a standard thirty-six (36)

foot box car through the side door thereof, and if all the articles are loaded together in one car, shall be charged at actual weight and class rate for each article, except that the minimum charge for each shipment shall be 1,000 pounds at first-class rate, and this minimum shall apply whether the articles are loaded in a box, stock, gondola or other car. If the shipment is loaded in two or more cars, the portion loaded in each car shall be treated as a separate shipment. If the shipment is of such length as to require two or more cars for transportation, Rule 20-a will apply.

ARTICLES	CLASS		ARTICLES	CLASS	
	L C L	C L		L C L	C L
Acids (carrier's option): Sulphuric (Oil of Vitrol): In carboys.....	1	5	Agricultural Implements, L. C. L., vis:—Con.	D1	.....
.....	4	5	.....	2	.....
..... all kinds: lbs.....	.....	5	..... Binders and Harvesters, rate, S. U.	D1	.....
.....	3	.....	..... d, S. U. or K. D.	1	.....
.....	1	.....	.....	3	.....
.....	D1	.....	Plows: Gang and sulky, K. D.	1	.....
.....	2	.....	N. O. S.: S. U.	3	.....
.....	D1	.....	K. D. wood or metal beams detached	2	.....
Handles detached and tied to frame	1	.....	.....	2	.....
Harrow: Disk, S. U.	D1	.....	.....	2	.....
N. O. S.: S. U.	1	.....	..... packed	2	.....
K. D.	3	.....	..... Machine Parts and Stock	2	.....
Mills: Cob, feed and grain	2	.....	..... ite or in the rough	4	.....
Cider: S. U.	1	.....	..... wood, in the white or in	4	.....
K. D.	2	.....	.....	3	.....
Fanning: S. U.	2T1	.....	..... Loose	4	.....
Drums detached	3T1	.....	..... in bundles, boxes or barrels	3	.....
Drums detached and packed inside of main frame	D1	.....	..... Points, plow: Loose	3	.....
			..... In bundles, boxes or barrels	4	.....

ARTICLES

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Agricultural Implements and Machine Parts and Stock or Stuff, L. C. L.:—Con.					
Shares, plow:					
Loose.....	3		Confectionery, viz.:		
In bundles, boxes or barrels.....	4		Candy, Bonbons, Maple Sugar, Popped Corn and Confectionery:		
Wings, plow:			N. O. S.	1	
Loose.....	3		In pairs or cases weighing not less than twenty-five pounds each.....	2	
In bundles, boxes or barrels.....	4		In cases, drums or pails, securely crated together in packages weighing not less than twenty-five pounds.....	2	
Ale, Beer and Porter.			In half-barrels or barrels.....	2	
In wood, at the following estimated weights, viz.:			Crackers, Cakes and Bread:	2	
Hogheads..... 700 lbs. each			In baskets (C. L., min. wt. 20,000 lbs.).....	1	4
Barrels..... 365 lbs. each			In other packages than baskets (C. L., min. wt. 20,000 lbs.).....	2	4
Half-barrels..... 190 lbs. each			Dry Goods, viz.:		
Quarter-barrels..... 100 lbs. each			Cotton Fabrics, in the original piece, made wholly of cotton (not articles ready for immediate use), packed in rolls covered with burlap, or in boxes or bales.....	3	
Sixth-barrels..... 75 lbs. each			Yarn, cotton or jute, in boxes or bales, or on beams.....	3	
in each.....			Warp, cotton or jute, in boxes or bales, or on beams.....	3	
iked, at (C. L.,, re-ty, re-	3	E	Earthenware (not Chinaware), Crockery and Jug or Stone-ware:		
Casks,	3	E	L. C. L., loose, not taken.		
20,000			Plumbers:		
Eighth-			In crates, N. O. S., or in boxes or barrels.....	2	
narrow, etc.:			In bent wood or combined wood and woven wire crates, or in tierces, casks or hogsheds.....	3	
Weights as per Classification (C. L., min. wt. 20,000 lbs.).....	4	6	C. L., minimum weight 24,000 pounds.....		4
			N. O. S.:		
bundles, boxes, bales or lbs.).....	3	4	In crates, N. O. S.	2	
r cases (C. L., min. wt. or bags (C. L., min. wt.)	2	3	In bent wood or combined wood and woven wire crates, ,000 pounds.....	4	
velers' Telescope Cases	3	4	d, liquid:		
wt. 12,000 lbs.).....	3	6	/ of tank).....		
			casks.....	3	6
			d 2):		
			ulations given in Classifi-	3	
			ation given high; also the fol-		
	D1				
	1 1/4	2			

4

EXCEPTION SHEET No. 5 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
or barrels	3	.....	Machines; Machinery and Mills, L. C. L.—Con.	2	.....
.....	4	.....	Engines and Boilers, combined shipments	2	.....
.....	4	.....	N. O. S.:	1	.....
and Hooks:	1	.....	S. U.:	2	.....
.....	2	.....	Not crated or boxed	2	.....
.....	.....	.....	Crated or boxed.....	.....	.....
.....	.....	.....	K. D. ....	.....	.....
Hides:	.....	.....	Norm 1.—When shipments of Machines, Machinery and	.....	.....
Dry:	.....	.....	Mills require flat or gondola car for transportation, the	.....	.....
Loose or tied in bundles or bales.....	1½	.....	loose and detachable parts thereof must be packed in	.....	.....
Pressed in bales.....	1	.....	iron-bound boxes and securely attached to machine or	.....	.....
C. L., minimum weight 20,000 pounds .....	.....	4	floor of car.	.....	.....
Green or green salted.	.....	.....	Norm 2.—Machines, Machinery and Mills, in pieces	.....	.....
Loose, L. C. L.; not taken:	J	5	weighing three tons or over, to be loaded and unloaded	.....	.....
Tied in bundles.....	.....	.....	at expense of consignor and consignee.	.....	.....
Household Goods, Emigrants' Movables and Second-hand	.....	.....	N	.....	.....
Furniture, prepaid (see Notes 1, 2 and 3):	.....	.....	kinda,	.....	.....
Valuation expressed by consignor not exceeding five (5)	.....	.....	> each	.....	.....
dollars per 100 pounds	1	.....	as and	.....	.....
.....	.....	.....	me of	.....	.....
Norm 1.—The following clause must be entered in full	.....	.....	appli-	.....	.....
on shipping order and bill of lading by consignors of	.....	.....	. D.	.....	.....
Household Goods, Emigrants' Movables and Second-	.....	.....	or Slabs (natural	.....	.....
Hand Furniture, and signed by same: "The consignor	.....	.....	all L. C. L. ship-	.....	.....
of this property has the option of shipping same at a	.....	.....	when shipments	.....	.....
higher rate without limitation as to value in case of	.....	.....	ar and L. C. L.	.....	.....
loss or damage from causes which would make the	.....	.....	apply both C. L.	.....	.....
carrier liable, but agrees to the specified valuation	.....	.....	.....	.....	.....
named in case of loss or damage from causes which	.....	.....	.....	.....	.....
would make the carrier liable, because of the lower	.....	.....	.....	.....	.....
rate thereby accorded for transportation."	.....	.....	.....	.....	.....
to be given. Extra attendants (more than one) will be	.....	.....	expressed exceeding forty cents per cubic foot (sub-	2	4
charged the regular passenger fare.	.....	.....	ject to Note 1) ..	.....	.....

<p>NOTE 3.—Paintings, Silverware, Bricks-Bras, etc., of value, will not be accepted by carriers for transportation at the classification for Household Goods and Emigrants' Movables, such articles being properly subject to the classification specifically provided therefor.</p>	4		<p>NOTE 1.—Boxes weighing three tons and over to be loaded and unloaded at expense of consignor and consignee.</p>	5	
<p>Lard: In cans or pails, crated or boxed; also in pails, tubs, boxes or barrels. Lard Compounds and Cooking Oil (products of cotton seed oil or coconut oil). d or boxed; also in pails, tubs, or cloth bags. S; Alcohol, N. O. S.; Brandy; High Wines, Whiskey and Wines (imported or domestic): In glass, cans or jugs: Packed in baskets, boxes, jackets, kegs or barrels, corks secured by paper strips, metal caps, cement or wire. In wood or in iron drums. Live Stock, carloads, viz.: Horses and Mules, minimum weight 20,000 lbs. Cattle, minimum weight 20,000 lbs. Calves and Sheep. Single deck, minimum weight 14,000 lbs. Double deck, minimum weight 18,000 lbs. Hogs. Single deck, minimum weight 16,000 lbs. Double deck, minimum weight 22,000 lbs.</p>	4 6		<p>NOTE 2.—The following clause must be entered in full on shipping order and bill of lading and signed by consignor: "The consignor of this property has the option of shipping same at a higher rate without limitation as to value in case of loss or damage from causes which would make the carrier liable, but agrees to the specified valuation named in case of loss or damage from causes which would make the carrier liable, because of the lower rate thereby accorded for transportation."</p>	2 3 4 4 4	
<p>Meats, L. C. L.: Bacon and Hams: In bulk, L. C. L.; not taken. In sacks. In crates. In boxes, barrels or casks. Pigs' Feet, pickled, in wood. Pork, salted, in barrels, half-barrels and quarter-barrels. Salted: In bulk; not taken. In sacks. In crates. In boxes, barrels or casks. Meats, fresh: Hogs, dressed, whole. N. O. S., dressed, including Dressed Poultry.</p>	2 J J		<p>Meal: Cotton seed. Meats, L. C. L.:</p>	2 1	
<p>(see Note 1) Machines, Machinery and Mills, L. C. L. (see Notes 1, 2 and 3): Boilers, steam. Couplings, shafting. Engines: Stationary. Portable, wheels off, when loaded in standard box cars not exceeding thirty-six feet in length through the side doors thereof. N. O. S., minimum weight 8,000 lbs. each.</p>	2 3 3 1 2		<p>Melons Loose, prepaid. In packages Minimum weight 24,000 pounds. Molasses, in cans packed in boxes or barrels; or in kegs, half-barrels, barrels or hogheads. Nuts, edible: Filberts, Pecans, Eng-Nuts: In single bags. In double bags or in boxes. Peanuts and Chufas, shelled or unshelled, in bags, boxes or barrels (C. L., min. wt. 24,000 lbs.)</p>	1 1/2 1 4 2 1 2 3	6 J

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
Oil:					
Coal or its products, as follows:					
Benzine.					
Naphtha.					
Paraffine.					
Petroleum.					
Fuel.					
Gas.					
Gasoline.					
Kerosene.					
Lubricating.					
Also cotton seed and linoed:					
In iron drums or barrels, or in wood (C. L., min. wt. 24,000 lbs.)	3	5	Tobacco:		
Outfits, contractors' or graders', including Dump Carts and not more than five (5) head of Horses or Mules, minimum weight 24,000 pounds (when shipments include live stock, man in charge will be carried free).					
Paper:					
Binders', box, paste, straw and wood pulp boards.	3		Trunks:		
Building, N. O. S.	4		Flat top, empty, without trays, nested (C. L., min. wt. 20,000 lbs.)	1½	3
Printing, in rolls, crates, boxes or bales.	3		N. O. S., empty or containing valises, strapped or securely wrapped with burials or paper (C. L., min. wt. 12,000 lbs.)	1½	2
Roofing, N. O. S.	4				
Wrapping, N. O. S., in bundles, rolls, crates or boxes.	3	6	Vegetables:		
Peas, cow, clay and field.	J		Cabbage, prepaid or guaranteed:		
Pickles, N. O. S., in kegs, barrels or casks.	3		In crates, boxes, barrels or hogheads.	J	K
Rice, cleaned, in sacks, boxes, kegs, barrels or casks.	4		Same, or in bulk, C. L., min. wt. 24,000 lbs.		
Roofing, asphalt slag, in bundles or rolls.	4		Potatoes, all kinds, prepaid or guaranteed:		
Rope, cotton.	3			J	K
Saddlery and Harness:					
Collars, horse, in sacks, bales or boxes	1				
Hames.					
In bundles.	2				
In boxes	2				
Sweat Pads, collar, harness or saddle.	1				
N. O. S.	1				
Salt:					
In boxes	4				
In sacks or barrels	4				
Seed, viz:					
Borghum and milo maize	4				
Shocks and Heading, in bundles	J				
Soap and Pump Washing Powders.	4				

Soda:			
Bi-carbonate of	4	.....	.....
Caustic:			
In pails or tubs	3	.....	.....
In iron casks	4	.....	.....
Sal or washing	4	.....	.....
Sulphate of, or Glauber Salts:			
In boxes or kegs	2	.....	.....
In bags	3	.....	.....
In barrels	4	.....	.....
C. L., minimum weight 36,000 pounds	.....	5	.....
Nested:			
C. L., minimum weight 15,000 pounds		.....	.....
Tubs (C. L., min. wt. 15,000 lbs.)		.....	.....
Washboards:			
In crates, boxes or barrels, or in packages of six, cleated with hard-wood strips on each edge and nailed through cleats to each board	2	.....	.....
N. O. S.	1	.....	.....
Carload, minimum weight 20,000 pounds		.....	.....
Woodenware, N. O. S. (C. L., min. wt. 15,000 lbs.)	1	.....	.....
Wool, N. O. S., in sacks or bales (C. L., min. wt. 10,000 lbs.)	1	.....	.....

APPLICABLE TO
Norfolk-Southern Railroad Company

Exception Sheet No. 6 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907

(Revised to December 31, 1913)

ARTICLES	CLASS	ARTICLES	CLASS
packed or in bundles..... truck, L. C. L.....	2 6 6	Lime, agricultural, in bulk or bags.....	20% less than rates on Fer- tilizers.
Carriage, minimum or paper (not high explosives), boxed, L. C. L.....	1	Lime, building, L. C. L.....	K M less 10%
Cement, L. C. L.....	1	Same, C. L.	N 25% higher than Class N
C. L., minimum weight 30,000 pounds.....	1	Live Stock, C. L. (see Notes 1 and 2), as follows: All Live Stock (except Calves, Sheep and Hogs wholly or partly double decked), per car.....	
China ware, in barrels or casks.....	3	Calves, Sheep and Hogs (wholly or partly double decked); the upper deck to be constructed at expense of shipper or owner, per car.....	
Cooks, chicken, wire or wood or wire and wood combined, K. D. flat, L. C. L.....	5		
Same, C. L.	1		
Cutlery, not plated, packed.....	1		
Eggs, L. C. L.....	4		
Egg Crates, L. C. L.....	3		
Fish, smoked, in boxes.....			
Fruits, green, vis.: Bananas, prepaid, vis.: Loose or packed C. L., min. wt. 20,000 lbs. (see Note) ..			

NOTE.—Carotakers in charge of carload shipments of Bananas will, at carrier's option, be passed free for the purpose of looking after the proper ventilation of cars and otherwise caring for shipments, said caretakers to be returned free on passenger trains within three days after the arrival of fruit at destination. Carotakers will not be

NOTE 1.—When shipments of Live Stock are offered in carloads, should there be an excess of stock over one or more full carloads, the excess must be charged for at L. C. L. rate at the established estimated weights for L. C. L. shipments, observing the carload rate as maximum.

NOTE 2.—These ratings include passage one way of attendants in charge of carload shipments; no more than one attendant to be carried without additional charges for each three cars of horses and mules, or each fifteen cars of other kinds of live stock from one shipper to one consignee.

passed with L. C. L. shipments, and not more than one carataker with one single consignment from one consignor to one consignee, and free transportation will only be given to caretakers actually in charge of banana shipments, and will not be allowed on account of fruits and vegetables of any other description.

aken apart and K. D. flat,
crates..... crates.....
or crated, K. D.....
ination, wrapped or crated,

D
K. D., in the white combination, K. D. flat, in bundles.

boxed	or Boxes, iron or steel, crated or
Poles, curtain, N. O. S., and fixtures, boxed or crated	
Stools, store, iron and steel or iron, steel and wood combined,	
K. D. flat or folded flat, crated or boxed	

Game, L. C. L.
Glass and Glaseware, viz.:
Window Glass, plain, L. C. L.
Hunks, in boxes, L. C. L.

Exception Sheet No. 7 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907
(Revised to December 31, 1913)

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
.....	1	.....	Bags	.....	.....
.....	4	5	Burlap or gunny, new or old, in bundles, boxes, bales or rolls (C. L., min. wt. 24,000 lbs.)	3	4
all kinds:	.....	.....	Cotton, new, in bales, trusses or cases (C. L., min. wt. in bundles or bags)	2	8
20,000 lbs.	.....	5	.....	3	.....
.....	.....	.....	.....	3	.....
.....	3	.....	.....	.....	.....
Tobacco plant, or Shears, in bundles	1	.....	.....	D1	2
Diggers, potato:	.....	.....	.....	1 1/4	.....
S. U.	1	.....	.....	.....	5
K. D., wheels on or off	2	.....	.....	.....	J
Drills, grain and seed:	.....	.....	.....	.....	K
S. U., or with handles detached and tied to frames	1	.....	.....	.....	.....
Harrows:	.....	.....	Baskets, viz.:	.....	.....
Diak, S. U.	D1	.....	Wooden or splint, without tops or handles, nested in bundles or crates	1	.....
N. O. S.:	.....	.....	Wooden or splint, with tops or handles, nested or in bundles with ends placed in each other	1 1/4	.....
S. U.	1	.....	C. L., minimum weight 12,000 pounds	.....	3
K. D.	3	.....	N. O. S.:	.....	.....
.....	2	.....	Not packed or nested	4T1	.....
Mills:	.....	.....	Packed or nested	D1	.....
Cob, feed and grain	.....	.....	Blade, Doors, Frames and Bash, wooden, including Sky-light Frames and Door and Window Screen Frames, viz.:	.....	.....
Cider:	1	.....	.....	.....	.....
S. U.	2	.....	.....	.....	.....
K. D.	3	.....	.....	.....	.....
Fanning:	3T1	.....	.....	.....	.....
S. U.	.....	.....	.....	.....	.....

EXCEPTION SHEET No. 7 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS		ARTICLES	CLASS	
	LCL	CL		LCL	CL
... after having been shipped as I, viz.: wt 20,000 lbs., min. wt. 20,000 lbs.)	3	...	bales pounds..	1½ 1	...
In other packages than baskets (C L., min. wt. 20,000 lbs.)	1	4			4
Dry Goods, viz.: Cotton Fabrics in the original piece, but not finished articles ready for immediate use (made wholly of cotton), packed in rolls, covered with burlap, or in boxes or bales.	2	4	eight 30,000 pounds ables and Second-hand ; not exceeding five (5) ds.	J	5 K
Yarn, cotton or jute, in boxes or bales or on beams. as or on beams.	3	...		2	...
wholly of cotton, name of shipper are packages (shipper's name may be marked on tag attached to package), and stated in shipping receipt or bill of lading.	3	...	rare, Bric-a-Brac, etc., of ed by carriers for transporta- d for Household Goods and articles being subject to provided therefor.		...
Earthenware (not Chinaware), Crockery or Jug and Stone- ware;	2	...			...
L. C L., loose; not taken.			Bridge Material.....		K
Plumbers.			Railroad Iron.....		K
In crates, N. O. S., or in boxes or in barrels.	2	...	Railway Track Material (as described in Classification).		K
In bent wood or combined wood and woven wire crates, or in tierces, casks or hogheads.	3	...	Rails.....		K
C. L., minimum weight 24,000 pounds.	...	4	Knitting Factory Products, cotton; see Dry Goods.		
N. O. S.: In crates, N. O. S.	2	...	Lard:	4	...
combined wood and woven wire	4	...		4	...
it 24,000 pounds min. wt. 24,000 lbs.)	2	5		4	...
wood:					...
eight capacity of tank.	3	5	S.; Brandy; and Wines		...
	3	5	ices, jackets, strips, metal		...
minimum wt. 30,000 lbs.)	3	3		1	...
taken apart and K. D. flat, ed.	1	K	In bundles, crates or boxes, any thickness	2 J J	...

Quantity	Description	Unit	Notes
3	Machines, Machinery and Mills, including Boilers and Engines, and parts thereof; all kinds except as below, C. L., min. wt. 24,000 lbs. (see Notes 1, 2 and 3)		
1	Machines, Machinery and Mills, L. C. L. (see Notes 1, 2 and 3)		
1 1/4	Boilers, steam		
1	Couplings and Shafting		
1	Engines		
1	Stationary (C. L., min. wt. 20,000 lbs.)		
2	Portable:		
1	Wheels off, when loaded in standard box cars, not exceeding thirty-six feet in length, through the side doors thereof		
1	N. O. S., minimum weight 8,000 pounds each		
1 1/4	Minimum weight 20,000 pounds		
2	Engines and Boilers, combined shipments		
	N. O. S.:		
	S. U.		
1 1/4	Not crated or boxed		
1	Crated or boxed		
	K. D.		
1	Machines, Machinery and		
1	in cars for transportation		
1	its thereof must be packed		
1	purely attached to machine		
D 1			
1			
2			
3			
2			
4			
1			
3			
4			
1			
4			
50% higher than Class D			
3			

Pickles:					
N. O. S., in kegs, barrels or casks.....	3	.....	N. O. S.....	1	.....
Pipe, earthen and concrete, drain, tile or sewer.....	6	.....	Minimum weight 20,000 pounds.....	.....	5
Same.....	.....	K	N. O. S. (C. L., min. wt. 15,000 lbs.).....	1	4
Rice, cleaned, in sacks, boxes, kegs, barrels or casks.....	4	.....	Wool:		
Roofing, asphalt slag, in bundles or rolls.....	4	.....	N. O. S., in sacks or bales (C. L., min. wt. 10,000 lbs.)..	1	2

[illegible]

APPLICABLE TO
Richmond, Fredericksburg and Potomac Railroad Co.
Washington Southern Railway Co.

Exception Sheet No. 9 to Virginia Classification No. 1

EFFECTIVE OCTOBER 1, 1907
(Revised to December 31, 1913)

RULES.

Distribution of carload shipments.

Railroad agents at forwarding points will not receive property in carloads for distribution by railroad agents to two or more parties. Delivering agents will deliver property only to consignee thereof or to the party presenting consignee's written order. Railroad agents at delivering points shall not in any way act as the representative of the consignor or consignee for the distribution of carload shipments.

Rule for charging freight on mixed carloads.

When a number of different articles of the same class in carloads are shipped at one time by one consignor to one consignee and destination, in mixed carloads, they are to be taken at the rate per 100 pounds for such class, and at the highest minimum carload weight provided for any one of the articles; actual weight to be charged for if, in the aggregate, it is in excess of the minimum weight.

If the articles are of more than one class when in straight carloads, the carload rate and the minimum weight attaching to such rate for the highest classed article, or articles, that make up the mixed carload is to be charged; the actual weight to be charged for if the actual aggregate weight of all the articles is in excess of the minimum weight, excepting as provided in Rule 20-a of the Classification.

Allowance in weight for linings in cars with perishable freight.

On potatoes and other property perishable from frost, where cars are lined by shippers, allowance for such linings will be made as follows: 1,000 pounds for shipments in box, ventilated or refrigerator cars.

Freight charges will be computed upon total gross weights of the shipments and linings, less the foregoing allowance, but subject to the minimum carload weight provided by the tariff of the initial line.

The linings, if attached to the car and not removed therefrom, will be returned with the car to the consignor without charge, when consignor so requests:

Minimum charge for Iron Articles too long or too wide to be loaded through side doors of box cars.

The following Iron Articles, viz.:

Angle,	Crossings, girder, railroad,	Shafting,
Bar,	Girders,	Sucker Rods,
Beams,	Pipe, wrought iron (not riveted	Tank (not Tanks),
Boiler (not Boilers),	or in coils),	Telegraph Poles,
Bolts,	Plate,	Trucks, turn-table, railroad,
Bridge,	Poles, electric light or railway,	Tubing, seamless (U. S. Standard
Channels,	Rails,	Guage No. 15 or lower),
Columns,	Rods,	Turn-Tables, railroad,
Crossings, frog, railroad,		

when exceeding twenty-two (22) feet in length or too wide to be loaded in a standard thirty-six (36) foot box car through the side door thereof, and if all the articles are loaded together in one car, shall be charged at actual weight and class rate for each article, except that the minimum charge for each shipment shall be 1,000 pounds at first-class rate, and this minimum shall apply whether the articles are loaded in a box, stock, gondola or other car. If the shipment is loaded in two or more cars, the portion loaded in each car shall be treated as a separate shipment. If the shipment is of such length as to require two or more cars for transportation, Rule 20-a will apply.

EXCEPTION SHEET No. 9 TO VIRGINIA CLASSIFICATION No. 1—CONTINUED.

ARTICLES	CLASS
Animals, wild: The rating shown in Virginia Classification will not apply to, from or between points on the Richmond, Fredericksburg and Potomac Railroad and the Washington Southern Railway, nor on such shipments passing over these lines. Wild Animals will be handled thereon only under special contract.	
Barrels, empty, old, viz.: Apple, cement, fish, flour, vegetable and sugar, actual weight, L. C. L.....	3
Baskets, berry and truck, nested or crated, L. C. L.....	2
Building Material, C. L.: Rating of Virginia Classification applies also on mixed carloads that include Brick, loose or packed.	
Explosives: The minimum charge on any shipment of High Explosives will be \$2.00. See Rules governing the transportation of High Explosives.	
Hay, Straw and Shucks, pressed in bales, L. C. L.....	J
Same, C. L., minimum weight 20,000 pounds.....	K
Hogsheads, tobacco, empty, returned at estimated weight 150 pounds each, L. C. L.....	2
Household Goods, L. C. L.....	1
Live Stock, C. L., viz.: Horses and Mules, minimum weight 20,000 pounds.....	3
Cattle and Calves, " 20,000 ".....	5
Hogs, single deck, " 16,000 ".....	4
Hogs, double deck, " 22,000 ".....	4
Sheep, single deck, " 14,000 ".....	3
Sheep, double deck, " 18,000 ".....	3
Poultry, live, in coops or crates, minimum weight per package 50 pounds; no charge less than 25 cents....	D1
Sumac Leaves, in bags or bales, L. C. L.....	2
Same, C. L., minimum weight 16,000 pounds.....	D

COMMONWEALTH OF VIRGINIA

State Corporation Commission

Mileage Class and Commodity Rates

APPLICABLE TO

Steam Railroads in Virginia

As authorized by the Commission
and in force December 31, 1913

RICHMOND
DAVIS BOTTOM, SUPERINTENDENT OF PUBLIC PRINTING
1914

ATLANTIC COAST LINE RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

COMMODITY RATES.

DISTANCES											
		Brick, common, C. L., minimum 10,000 brick, per 1,000 brick.		Canned Goods, taking third class in Ex- ception Sheet No. 1 to Virginia Classification, L. C. L., per 100 lbs.		*Cotton Seed, C. L., minimum weight 20,000 lbs., per ton 2,000 lbs.		Fertilizer, C. L., minimum weight, 20,000 lbs., per ton, 2,000 lbs.		Limestone, ground, C. L., 30 tons mini- mum, per ton 2,000 lbs.	
								Logs—gum (found) per car 40,000 lbs., excess in proportion		Logs—gum (hewn or square), persimmon, ash, hickory, oak, dogwood, cypress, poplar, C. L., per car 24,000 lbs., excess in proportion.	
								Lumber, common, per car 24,000 lbs., excess in proportion.		Wood, common, per car 24,000 lbs., excess in proportion.	
								Wood, cord, C. L., minimum 10 cords, per cord.		Wood, poplar, split and barked, C. L., minimum 10 cords, per cord.	
								Wood, slab, C. L., per car 24,000 lbs., excess in proportion			
5 miles and under.....	8	8	80	70	30	\$7 00	\$ 5 00	\$5 50	\$ 80	\$ 60	\$4 00
10 and over 5 miles.....	10	10	70	90	30	7 00	6 00	6 50	80	75	4 00
15 and over 10 miles.....	11	11	80	90	30	8 00	6 00	8 00	70	75	4 10
20 and over 15 miles.....	13	13	80	1 20	30	8 00	7 00	9 50	70	1 00	4 10
25 and over 20 miles.....	15	15	90	1 50	30	9 00	7 00	11 00	80	1 00	4 25
30 and over 25 miles.....	17	17	90	1 50	30	9 00	7 00	11 50	80	1 00	4 25
35 and over 30 miles.....	20	20	95	1 50	35	10 00	7 00	14 50	90	1 00	4 50
40 and over 35 miles.....	20	20	1 50	35	40	16 80	90	16 80	1 00	1 00	4 50
45 and over 40 miles.....	20	20	1 80	40	40	16 80	1 00	16 80	1 00	1 00	4 50
50 and over 45 miles.....	20	20	1 80	40	40	16 80	1 00	16 80	1 00	1 00	4 50
55 and over 50 miles.....	21	21	1 80	45	45	17 50	1 10	17 50	1 10	1 10	4 50
60 and over 55 miles.....	21	21	1 90	45	45	17 50	1 15	17 50	1 15	1 15	4 50
65 and over 60 miles.....	23	23	1 90	47	47	18 00	1 15	18 00	1 15	1 15	4 50
70 and over 65 miles.....	23	23	2 00	47	47	18 00	1 20	18 00	1 20	1 20	4 50
75 and over 70 miles.....	25	25	2 00	50	50	18 00	1 25	18 00	1 25	1 25	4 50

*Cotton Seed, packed, L. C. L.—25 per cent. higher than the C. L. rates shown above.

THE BALTIMORE AND OHIO RAILROAD COMPANY,

VALLEY RAILROAD COMPANY OF VIRGINIA,

SOUTHERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

BETWEEN STATIONS IN VIRGINIA.

On Baltimore and Ohio R. R.—Local and to Valley R. R. of Virginia and Southern R'y (Harrisonburg Extension).
 On Valley R. R. of Virginia—Local and to B. & O. R. R. and Southern R'y (Harrisonburg Extension).
 From Southern R'y (Harrisonburg Extension) to B. & O. R. R. and Valley R. R. of Virginia.

CLASS RATES.

DISTANCES.	In cents per 100 pounds.												In cents per barrel.	In cents per 100 lbs.			PER TON OF		Per carload of 20,000 pounds.			
	1	2	3	4	5	6	A	B	C	D	E	F		H	J	K	L	M	N	O	P	
5 miles and under.....	12	10	8	7	6	5	5	6	6	6	6	12	7	7	5	\$ 1 00	\$ 1 00	\$12 00	\$10 00	\$10 00		
10 and over 5 miles.....	16	12	10	8	7	6	6	7	7	7	7	14	8	8	6	1 20	1 20	14 00	12 00	12 00		
20 and over 10 miles.....	20	15	12	10	8	7	7	8	8	8	8	16	10	10	7	1 40	1 40	16 00	14 00	14 00		
30 and over 20 miles.....	24	18	15	13	9	8	8	9	9	9	9	18	13	13	8	1 60	1 60	18 00	16 00	16 00		
40 and over 30 miles.....	28	22	18	14	10	9	9	10	10	10	10	20	14	14	9	1 80	1 80	20 00	18 00	18 00		
50 and over 40 miles.....	32	26	20	16	11	10	10	11	11	11	11	22	15	15	10	2 00	2 00	22 00	20 00	20 00		
60 and over 50 miles.....	34	28	22	18	12	11	11	12	12	12	12	24	16	16	11	2 20	2 20	24 00	22 00	22 00		
70 and over 60 miles.....	36	30	24	19	13	11	11	13	13	13	13	26	17	17	11	2 20	2 20	26 00	22 00	22 00		
80 and over 70 miles.....	38	32	26	21	14	12	12	14	14	14	14	28	18	18	12	2 40	2 40	28 00	24 00	24 00		
90 and over 80 miles.....	40	34	28	22	15	12	12	15	15	15	15	30	19	19	12	2 40	2 40	30 00	24 00	24 00		
100 and over 90 miles.....	42	36	29	23	16	13	13	16	16	16	16	32	20	20	13	2 60	2 60	32 00	26 00	26 00		
110 and over 100 miles.....	44	38	31	25	16	13	13	16	16	16	16	32	21	21	13	2 60	2 60	32 00	26 00	26 00		
120 and over 110 miles.....	46	39	32	26	17	14	14	17	17	17	17	34	22	22	14	2 80	2 80	34 00	28 00	28 00		
130 and over 120 miles.....	47	40	33	26	17	14	14	17	17	17	17	34	23	23	14	2 80	2 80	34 00	28 00	28 00		
140 and over 130 miles.....	48	41	33	26	18	14	14	18	18	18	18	36	23	23	14	2 80	2 80	36 00	28 00	28 00		
150 and over 140 miles.....	49	42	33	26	18	14	14	18	18	18	18	36	23	23	14	2 80	2 80	36 00	28 00	28 00		

Governed by Virginia Classification with Exception Sheet No. 2 thereto.

ATLANTIC COAST LINE RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

FLEET RATES

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

COMMODITY RATES.

DISTANCES.	COMMODITY RATES.									
	Brick, common, C. L., minimum 10,000 brick, per 1,000 brick.	Canned Goods, taking third class in Exception Sheet No. 1 to Virginia Classification, L. C. L., per 100 lbs.	*Cotton Seed, C. L., minimum weight 20,000 lbs., per ton 2,000 lbs.	Fertilizer, C. L., minimum weight, 30,000 lbs., per ton, 2,000 lbs.	Limestone, ground, C. L., 30 tons minimum, per ton 2,000 lbs.	Logs—gum (round) per car 40,000 lbs., excess in proportion	Logs—gum (hewn or square), per car 40,000 lbs., excess in proportion	Lumber, common, per car 24,000 lbs., excess in proportion	Wood, cord, C. L., minimum 10 cords, per cord.	Wood, poplar, split and barked, C. L., minimum 10 cords, per cord.
5 miles and under.....	\$.90	8	80	\$.70	30	\$7.00	\$ 5.00	\$5.50	\$.8	
10 and over 5 miles.....	1.00	10	70	.90	30	7.00	6.00	6.50	.9	
15 and over 10 miles.....	1.10	11	80	.90	30	8.00	6.00	8.00	7	
20 and over 15 miles.....	1.10	13	80	1.20	30	8.00	7.00	9.50	7	
25 and over 20 miles.....	1.20	15	90	1.50	30	9.00	7.00	11.00	8	
30 and over 25 miles.....	1.30	17	90	1.50	30	9.00	7.00	12.50	8	
35 and over 30 miles.....	1.35	20	95	1.50	35	10.00	7.00	14.50	9	
40 and over 35 miles.....	1.40	20	—	1.50	35	—	—	16.80	9	
45 and over 40 miles.....	1.45	20	—	1.80	40	—	—	16.80	1.0	
50 and over 45 miles.....	1.50	20	—	1.80	40	—	—	16.80	1.0	
55 and over 50 miles.....	1.55	21	—	1.80	45	—	—	17.50	1.1	
60 and over 55 miles.....	1.60	21	—	1.90	45	—	—	17.50	1.1	
65 and over 60 miles.....	1.65	23	—	1.90	47	—	—	18.00	1.1	
70 and over 65 miles.....	1.70	23	—	2.00	47	—	—	18.00	1.2	
75 and over 70 miles.....	1.75	26	—	2.00	50	—	—	18.00	1.2	

*Cotton Seed, packed, L. C. L.—25 per cent. higher than the C. L. rates shown above.

THE BALTIMORE AND OHIO RAILROAD COMPANY,

VALLEY RAILROAD COMPANY OF VIRGINIA,

SOUTHERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

BETWEEN STATIONS IN VIRGINIA.

On Baltimore and Ohio R. R.—Local and to Valley R. R. of Virginia and Southern R'y (Harrisonburg Extension).

On Valley R. R. of Virginia—Local and to B. & O. R. R. and Southern R'y (Harrisonburg Extension).

From Southern R'y (Harrisonburg Extension) to B. & O. R. R. and Valley R. R. of Virginia.

CLASS RATES.

DISTANCES.	In cents per 100 pounds.										In cents per barrel.	In cents per 100 lbs.			PER TON OF		Per carload of 20,000 pounds.			
	1	2	3	4	5	6	A	B	C	D		E	2,000 lbs.		M	N	O	P		
													H	J					K	L
5 miles and under-----	12	10	8	7	6	5	5	6	6	6	6	12	7	5	\$ 1 00	\$ 12 00	\$10 00	\$10 00		
10 and over 5 miles-----	16	12	10	8	7	6	6	7	7	7	7	14	8	6	1 20	14 00	12 00	12 00		
20 and over 10 miles-----	20	15	12	10	8	7	7	8	8	8	8	16	10	7	1 40	16 00	14 00	14 00		
30 and over 20 miles-----	24	18	15	13	9	8	8	9	9	9	9	18	13	8	1 60	18 00	16 00	16 00		
40 and over 30 miles-----	28	22	18	14	10	9	9	10	10	10	10	20	14	9	1 80	20 00	18 00	18 00		
50 and over 40 miles-----	32	26	20	16	11	10	10	11	11	11	11	22	15	10	2 00	22 00	20 00	20 00		
60 and over 50 miles-----	34	28	22	18	12	11	11	12	12	12	12	24	16	11	2 20	24 00	22 00	22 00		
70 and over 60 miles-----	36	30	24	19	13	11	11	13	13	13	13	26	17	11	2 20	26 00	22 00	22 00		
80 and over 70 miles-----	38	32	26	21	14	12	12	14	14	14	14	28	18	12	2 40	28 00	24 00	24 00		
90 and over 80 miles-----	40	34	28	22	15	12	12	15	15	15	15	30	19	12	2 40	30 00	24 00	24 00		
100 and over 90 miles-----	42	36	29	23	16	13	13	16	16	16	16	32	20	13	2 60	32 00	26 00	26 00		
110 and over 100 miles-----	44	38	31	25	16	13	13	16	16	16	16	32	21	13	2 60	32 00	26 00	26 00		
120 and over 110 miles-----	46	39	32	26	17	14	14	17	17	17	17	34	22	14	2 80	34 00	28 00	28 00		
130 and over 120 miles-----	47	40	33	26	17	14	14	17	17	17	17	34	23	14	2 80	34 00	28 00	28 00		
140 and over 130 miles-----	48	41	33	26	18	14	14	18	18	18	18	36	23	14	2 80	36 00	28 00	28 00		
150 and over 140 miles-----	49	42	33	26	18	14	14	18	18	18	18	36	23	14	2 80	36 00	28 00	28 00		

Governed by Virginia Classification with Exception Sheet No. 2 thereto.

THE BALTIMORE AND OHIO RAILROAD, VALLEY RAILROAD OF VIRGINIA AND SOUTHERN RAILWAY IN CONNECTION WITH THE B. & O. R. R. AND VALLEY R. R. OF VA.—CONTINUED.
COMMODITY RATES.

DISTANCES.									
COMMODITIES, CARLOADS, AS PER LIST BELOW:									
In cents per 2,000 pounds									
	AA	BB	CC	DD		AA	BB	CC	DD
5 miles and under.....	86	75	70	65	50 miles.....	175	145	135	125
8 and over 5 miles.....	85	75	70	65	60 and over 50 miles.....	175	145	135	125
10 and over 8 miles.....	105	85	80	70	69 and over 60 miles.....	185	155	140	130
18 and over 10 miles.....	105	85	80	70	70 miles.....	185	155	135	125
20 and over 18 miles.....	125	105	95	85	80 and over 70 miles.....	210	200	165	150
25 and over 20 miles.....	125	105	95	85	90 and over 80 miles.....	235	215	180	175
30 and over 25 miles.....	135	115	105	95	100 and over 90 miles.....	235	215	180	175
31 miles.....	135	115	105	95	110 and over 100 miles.....	230	215	185	175
36 and over 31 miles.....	145	125	115	105	120 and over 110 miles.....	230	230	185	180
39 and over 35 miles.....	155	135	125	115	130 and over 120 miles.....	235	230	190	180
40 miles.....	165	145	135	125	140 and over 130 miles.....	240	235	195	185
49 and over 40 miles.....	165	145	135	125	150 and over 140 miles.....	240	235	195	185
COMMODITIES, CARLOADS, SUBJECT TO "MILEAGE RATES."									
COMMODITIES, CARLOADS.					COMMODITIES, CARLOADS.				
CLASS.					CLASS.				
Ashes, coal, minimum weight 40,000 pounds.....	DD				Marble, rough building, minimum weight 40,000 pounds.....	AA			
Bark.....	AA				Marl.....	DD			
Bark, tan, spent.....	DD				Old Rails, iron or steel, minimum weight 24,000 rounds.....	AA			
Blocks.....	DD				Paving Blocks, asphalt, 4s.....	DD			
Brick.....	CC				Paving Blocks, stone, 12.....	DD			
Brick.....	CC				Plaster, land, minimum weight 30,000 pounds.....	CC			
Brick.....	CC				Plaster, stucco.....	BB			
Brick.....	CC				Plaster, wall, minimum weight 40,000 pounds.....	BB			
Brick.....	AA				Pulp Wood.....	DD			
Brick.....	CC				Rock, slates, crude or crushed, minimum weight 40,000 pounds.....	DD			
Brick.....	CC				Salt, minimum weight 30,000 pounds.....	BB			
Brick.....	CC				Sand, building, minimum weight 40,000 pounds.....	DD			
Brick.....	CC								

THE BALTIMORE AND OHIO RAILROAD, VALLEY RAILROAD OF VIRGINIA AND SOUTHERN RAILWAY IN CONNECTION WITH THE B. & O. R. R. AND VALLEY R. R. OF VA.—CONTINUED.

COAL AND COKE, CARLOAD,
MINIMUM WEIGHT 30,000 POUNDS,

Applicable between stations on Baltimore and Ohio Railroad in Virginia and between stations on Valley Railroad of Virginia.

DISTANCES.	Rates per ton of 2,000 pounds.
5 miles and under.....	\$ 50
10 and over 5 miles.....	60
20 and over 10 miles.....	70
30 and over 20 miles.....	80
40 and over 30 miles.....	90
70 and over 40 miles.....	1 00

GROUND LIMESTONE, FOR ACID SOIL TREATMENT,
CARLOAD, MINIMUM WEIGHT 60,000 POUNDS.

Applicable between stations on Valley Railroad of Virginia.

DISTANCES.	Rates per ton of 2,000 pounds.
30 miles and under.....	\$ 30
40 and over 30 miles.....	35
50 and over 40 miles.....	40
60 and over 50 miles.....	45
70 and over 60 miles.....	50

CAPE CHARLES RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS AND COMMODITY RATES.

	Per ton of 2,000 lbs.										Per carload of 20,000 lbs.		Per ton of 2,000 lbs.		Per cord of 128 cu. feet.	
	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		Per ton of 2,000 lbs.		Per cord of 128 cu. feet.		Per ton of 2,000 lbs.	
	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y
4 miles and under.....	16	15	13	10	9	7	7	9	9	9	9	9	9	9	9	9
9 and over 4 miles.....	19	18	15	13	12	10	10	12	12	12	12	12	12	12	12	12
14 and over 9 miles.....	23	19	18	16	15	13	13	15	15	15	15	15	15	15	15	15

Governed by Virginia Classification with Exception Sheet No 5 thereto, and also the following:

SPECIAL CLASSIFICATION.

To apply in connection with Classes AA, BB, CC and DD.

ARTICLE.	Class.
40,000 pounds.....	BB
100 pounds.....	AA
C. L., minimum weight 40,000 pounds—via :	
Hoops, Logs, Rim Wood, Staves,	
Hoop poles, Lumber, Shingles, Spoke Bolts,	
Laths, Pickets, Shingle Bolts, Spoke Timber, rough, Timber.	
weight 30,000 pounds.....	AA
Wood, cord, C. L., minimum 11 cords.....	CC
Wood, pulp, C. L., minimum 11 cords.....	DD

CAPE CHARLES RAILROAD COMPANY—CONTINUED.

COMMODITY RATES.

ARTICLE.	FROM	TO	RATE In cents per package, except where other- wise specified.	
			Carload.	Less than carload.
Canned Goods, viz.:				
Fish, Fruit, Meat and Vegetables,				
2 lb. cans, in cases, per case.....	All stations	All stations	5	5
3 lb. cans, in cases, per case.....	"	"	10	10
Flour, in barrels or barrel sacks,				
per barrel or barrel sack.....	"	"	15	15
Grain and Grain Products, as shown in list on next following page, in barrels, sacks or cases, per 100 pounds.....	"	"	7½	7½
Lime, in barrels, per barrel.....	"	"	20	20
Molasses, in barrels, per barrel.....	"	"	40	40
Molasses, in half-barrels, per half-barrel.....	"	"	25	25
Oil, coal, in barrels, per barrel.....	"	"	35	35
Oil, lubricating, in barrels, per barrel.....	"	"	40	40
Props, mine, wooden, C. L. minimum weight 40,000 lbs., per 100 lbs.....	"	"	3	.....
Salt, G. A., in bags, per bag.....	"	"	.....	12
Salt, fine, in bags, per bag.....	"	"	.....	15
Sea Foods, viz.:				
*Clams, in shell... } Crabs, hard..... } Fish, fresh..... } in barrels. Oysters, in shell.. }				
Flour barrel size, per barrel.....	"	"	15	15
Sugar barrel size, per barrel.....	"	"	25	25
Sugar, in barrels, per barrel.....	"	"	30	30
Vegetables, viz.:				
Cabbage, Potatoes and other Vegetables:				
Per standard truck barrel, flour barrel, or barrel crate, or sack.....	"	"	10	10
Per half-barrel.....	"	"	7	7
Per bushel package.....	"	"	5	5
Vinegar, in barrels, per barrel.....	"	"	35	35

*Clams in sacks containing a half-barrel will take one-half of the barrel rate.
Clams in sacks containing more than a half-barrel, and not more than a standard barrel, will take the standard barrel rate.
Clams in sacks containing more than a standard barrel, and not more than a sugar barrel, will take the sugar barrel rate.
Clams in sacks containing more than a regular sugar barrel will take the Classification rating.

CAPE CHARLES RAILROAD COMPANY—COMMODITY RATES
—CONTINUED.

ARTICLES COVERED BY THE TERMS "GRAIN" AND "GRAIN PRODUCTS."

Articles Upon Which "Grain" Rates Apply.

Barley,
Buckwheat,
Corn,
Corn, Kaffir,
Milo Maize,

Oats,
Rye,
Spelts,
Wheat,

Articles Upon Which "Grain Products" Rates Apply.

Avena,
Barley, pearl,
Barley, sprouted,
Bran, in bulk,
Bran, in sacks,
Bran, flax, in sacks or bales,
Bran, rice,
Cake, corn oil (ground),
Cake, corn oil (unground),
Cake, cotton seed,
Cake, cotton seed oil (unground),
Cake, linseed oil (unground),
Cerealine,
Ceroflake,
Chaff, rice,
Corn, cracked,
Corn, ground,
Corn, hulled (except Canned Corn),
Cream of Maize,
Cream of Wheat,
Crystal Malt Flakes,
Dextrine,
Farina,
Farinose,
Feed, glucose,
Feed, gluten,
Feed, hominy,
Feed, mill,
Feed, mixed live stock (see note 1),
Flake, malt,
Flour, made from grain only,
Food, animal or poultry (not medicated or condimental), made from grain (whole or cracked), grain screenings, cottonseed hulls or oat hulls, with or without charcoal, ground oyster shells or other grit, in bags, weighing 100 pounds or over (see note 2),
Food, Ralston's,
Fruentum,
Germos,
Golden Harvest,

Grits,
Groats,
Grain, brewers' dried,
Grain, distillers' dried,
Granola,
Grape-Nuts,
Healthall,
Hominy,
Hulls, cotton seed,
Hulls, oat and barley,
Koffee-No.
Maisoline,
Maisone,
Malt,
Meal, brewers',
Meal, cob,
Meal, corn,
Meal, cotton seed,
Meal, gluten,
Meal, Kaffir corn,
Meal, oat,
Meal, oil,
Middlings,
Oats, rolled,
Pillsbury's Best Cereal,
Postum Cereal,
Quick Malt,
Screenings, flax or grain,
Ship Stuff,
Shives, flax, in sacks or bales
Shorts,
Silver Flake Malt,
Skimmings, malt,
Snow Flakes,
Sprouts, malt,
Starch,
Wheat, cracked,
Wheat, pearl,
Wheat, rolled,
Wheatlet (Granulated Wheat Cereal).

NOTE 1—The commodity "Feed, mixed live stock," will apply only on shipments coming within the following description: Mixed Live Stock Feed, with or without sweetening or salt, made of mixture of the by-products from grain mills, grain elevators, glucose factories, distilleries, breweries and sugar beet factories; also chopped or ground alfalfa or any of the articles named in the list of grain or grain products appearing in this tariff.

NOTE 2—This rating will not apply when the article is packed in cartons or other packages enclosed in bags of the size specified.

CAROLINA, CLINCHFIELD AND OHIO RAILWAY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per barrel.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	18	16	14	12	11	10	9	10	9	8	12	16	18	12	4	60	80	\$ 7 00	\$10 00	\$ 6 00
10 and over 5 miles.....	20	18	16	14	12	10	10	11	9	8	14	18	18	13	4	60	80	10 00	10 00	6 00
15 and over 10 miles.....	24	21	18	15	13	11	11	12	10	9	15	20	20	14	4½	65	90	14 00	13 00	8 00
20 and over 15 miles.....	27	23	19	16	13	11	11	13	10	9	17	22	20	14	5	65	1 00	18 00	16 00	10 00
25 and over 20 miles.....	28	25	21	18	15	13	12	14	12	10	19	23	24	18	5½	70	1 10	22 00	19 00	11 00
30 and over 25 miles.....	31	27	23	19	16	14	12	15	13	11	21	24	25	18	6	70	1 20	24 00	22 00	12 00
35 and over 30 miles.....	33	29	25	21	17	14	13	15	14	12	23	26	28	20	6	75	1 30	24 00	24 00	13 00
40 and over 35 miles.....	36	31	26	22	18	15	14	15	14	13	24	28	28	20	6½	75	1 40	25 00	26 00	14 00
45 and over 40 miles.....	38	33	28	23	19	15	15	16	15	14	25	30	30	21	7	80	1 50	25 00	26 00	15 00
50 and over 45 miles.....	41	35	30	25	20	15	15	16	15	14	26	31	31	21	7½	85	1 60	27 00	27 00	16 00
55 and over 50 miles.....	44	38	32	26	21	16	16	18	17	15	27	32	34	22	7½	90	1 60	27 00	27 00	16 00
60 and over 55 miles.....	46	40	34	28	22	16	16	18	17	15	27	33	34	22	8	1 00	1 70	28 00	28 00	17 00

Governed by Virginia Classification.

CAROLINA, CLINCHFIELD AND OHIO RAILWAY.—CONTINUED.

COMMODITY RATES.

DISTANCES.	100 lbs.	2,000 pounds.	100 lbs.	Per ton 2,000 pounds.		100 pounds.		of 128 cubic feet.	
	Brick, common, C. L., minimum 40,000 pounds.	Fertilizer, C. L., and articles taking same rates as described in Virginia Classification, minimum 30,000 lbs.	Iron, special, any quantity as described in Virginia Classification.	Lime, agricultural.	Lime, agricul- tural.	Lime, agricul- tural.	Lime, agricul- tural.	Lime, agricul- tural.	Lime, agricul- tural.
				C. L. Minimum 24,000 pounds.	L. C. L. packed				
5 miles and under.....	2 1/2	\$ 70	7	\$ 56	\$ 67	30	6	3 1/2	55
10 and over 5 miles.....	2 1/2	70	7	56	67	30	7	3 1/2	55
15 and over 10 miles.....	2 1/2	80	8	64	77	30	8	4 1/2	60
20 and over 15 miles.....	2 1/2	90	8	72	86	30	8 1/2	4 1/2	60
25 and over 20 miles.....	2 1/2	1 00	9	80	96	30	9	5 1/2	65
30 and over 25 miles.....	3	1 10	9	88	1 06	30	9	5 1/2	65
35 and over 30 miles.....	3 1/2	1 20	9	96	1 15	35	9 1/2	6 1/2	70
40 and over 35 miles.....	3 1/2	1 30	10	1 04	1 25	35	9 1/2	6 1/2	70
45 and over 40 miles.....	4	1 40	10	1 12	1 34	40	10	7 1/2	75
50 and over 45 miles.....	4	1 45	10	1 16	1 39	40	10	7 1/2	75
55 and over 50 miles.....	4 1/2	1 50	11	1 20	1 44	45	11	8 1/2	80
60 and over 55 miles.....	4 1/2	1 50	11	1 20	1 44	45	11	8 1/2	80

NOTE 1.—Live Stock, carloads.

Rates on Live Stock, carloads, are subject to the following minimum weights, viz.:

Horses, Mules and Cattle.....	20,000 pounds.
Hogs, single deck.....	16,000 pounds.
Hogs, double deck.....	22,000 pounds.
Sheep, single deck.....	14,000 pounds.
Sheep, double deck.....	18,000 pounds.

NOTE 2.—Articles taking Lumber rates:

Box Materials or Shooks, wooden, for the manufac- ture of packing cases or crates (not including cigar box material).	Heading Bolts, Hoops, wooden, Hoop Poles, Hop Poles, Kindling (manufactured of sawdust, pitch etc.).	Posts (wooden), fence, Shingles and Shingle Bolts, Siding, Shooks, barral, box, cask or hoghead.
Building Material (wooden), consisting of—	Kindling Wood, Laths (wooden), Logs (except woods of value).	Spoke Timber, in the rough Slab (wooden).
Base Boards, Casings, Ceiling, Siding, Flooring, Moulding, Wainscoting, Cooperage Stock, Heading,	Lumber (except woods of value, cigar box material or other decorative lum- ber).	Staves and Stave Bolts, Telegraph Cross Arms (without pins), Telegraph and Telephone Poles.
	Paving Blocks (wooden), Pickets, Piles,	Ties (wooden), cross, Timber, N. O. S., Wagon Material, in the rough.

NOTE 3.—Carload minimum on Wood:

When loaded in cars with marked carrying capacity of 50,000 pounds or less, 11 cords.
When loaded in cars with marked carrying capacity of over 50,000 pounds, 12 cords.
When cars contain more than above minima, excess will be charged for in proportion

THE CHESAPEAKE AND OHIO RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

Table of Rates No. 1.

CLASS RATES.

																	Rates per carload of 20,000 lbs., ex- cess over 20,000 lbs. to be charged for at proportion- ate rate.			
																	I	N	O	P
																	50	\$ 7 00	\$ 7 00	\$ 5 00
																	70	8 00	8 00	6 00
																	90	12 00	9 00	7 00
																	10	14 00	10 00	9 00
																	10	15 00	11 00	9 00
																	10	16 00	12 00	10 00
																	10	16 00	13 00	11 00
																	10	16 00	14 00	12 00
																	10	18 00	16 00	13 00
																	10	19 00	17 00	14 00
																	10	19 00	17 00	15 00
																	10	22 00	18 00	16 00
																	10	22 00	18 00	16 00
																	10	25 00	23 00	18 00
																	10	28 00	23 00	16 00
																	10	30 00	23 00	16 00
145 and over 140 miles.	44	38	30	24	17	14	12	17	17	17	17	21	34	21	12	1 40	1 60	30 00	23 00	16 00
150 and over 145 miles.	47	40	33	26	17	14	14	17	17	17	17	23	34	23	14	1 50	1 70	32 00	23 00	16 00
160 and over 150 miles.	47	40	33	26	18	14	14	17	17	17	17	23	34	23	14	1 55	1 75	33 00	23 00	16 00
170 and over 160 miles.	49	42	33	26	18	15	15	17	17	17	17	23	34	24	15	1 55	1 75	33 00	23 00	16 00
180 and over 170 miles.	49	42	33	26	18	15	15	17	17	17	17	23	34	24	15	1 55	1 75	34 00	24 00	18 00
190 and over 180 miles.	50	43	33	26	19	15	15	18	18	18	18	23	36	24	15	1 60	1 75	34 00	25 00	18 00
200 and over 190 miles.	51	44	34	27	19	15	15	18	18	18	18	24	36	24	15	1 65	1 75	35 00	25 00	18 00
210 and over 200 miles.	52	44	34	27	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
220 and over 210 miles.	52	44	34	27	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
230 and over 220 miles.	52	44	35	27	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
240 and over 230 miles.	52	44	35	27	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
250 and over 240 miles.	52	44	35	27	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
260 and over 250 miles.	53	45	35	28	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
270 and over 260 miles.	53	45	35	28	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
280 and over 270 miles.	53	45	35	28	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
290 and over 280 miles.	53	45	35	28	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
300 and over 290 miles.	53	45	35	28	19	15	15	19	19	19	19	24	38	24	15	1 70	1 75	35 00	25 00	18 00
310 and over 300 miles.	53	46	35	28	20	15	15	20	20	20	20	24	40	24	15	1 70	1 75	35 00	25 00	18 00
320 and over 310 miles.	53	46	35	28	20	15	15	20	20	20	20	24	40	24	15	1 70	1 75	35 00	25 00	18 00
330 and over 320 miles.	53	46	35	28	20	15	15	20	20	20	20	24	40	24	15	1 70	1 75	35 00	25 00	18 00
340 and over 330 miles.	53	46	35	28	20	15	15	20	20	20	20	24	40	24	15	1 70	1 75	35 00	25 00	18 00
350 and over 340 miles.	53	46	35	28	20	15	15	20	20	20	20	24	40	24	15	1 70	1 75	35 00	25 00	18 00
360 and over 350 miles.	53	46	35	28	20	15	15	20	20	20	20	24	40	24	15	1 70	1 75	35 00	25 00	18 00

*Class "M" rates will also apply per ton 2,240 pounds on the articles so rated in Virginia Classification.
Governed by Virginia Classification with Exception Sheet No. 3 thereto.

THE CHESAPEAKE AND OHIO RAILWAY CO.—CONTINUED

COMMODITY RATES.

Table of Rates No. 2.

LIVE STOCK, CARLOAD.

DISTANCES.	IN CENTS PER 100 POUNDS. Minimum charge on C. L. shipments, \$5.00 per car.			
	Horses and Mules.	Cattle.	Hogs.	Sheep.
5 miles and under.....	6	4	4	4
10 and over 5 miles.....	7	5	5	5
15 and over 10 miles.....	8	6	6	7
20 and over 15 miles.....	9	7	7	7½
30 and over 20 miles.....	9½	7½	7½	8½
50 and over 30 miles.....	10½	8½	8½	10
60 and over 50 miles.....	12½	10½	10½	11½
70 and over 60 miles.....	14	12	12	13½
100 and over 70 miles.....	17	13	13	14½
125 and over 100 miles.....	19	15	15	15
150 and over 125 miles.....	20	16	16	16
170 and over 150 miles.....	21½	16½	16½	16½
200 and over 170 miles.....	23	18	18	18
230 and over 200 miles.....	25	20	20	20
270 and over 230 miles.....	27	20	20	20
300 and over 270 miles.....	30	20	20	20
360 and over 300 miles.....	32	20	20	20

Governed by the following carload minimum weights:

Horses and Mules when not exceeding twenty (20) head.....20,000 pounds.

For each Horse, Mule, Pony, or Colt in same car, in excess of 20 animals, 1,000 pounds additional.

Cattle.....20,000 pounds.

Cattle and Calves (partially double-deck cars).....22,000 pounds.

Cattle and Sheep (partially double-deck cars).....22,000 pounds

Hogs:

Single deck.....16,000 pounds.

Double deck.....22,000 pounds.

Sheep or Calves:

Single deck.....14,000 pounds.

Double deck.....18,000 pounds.

Shipments (except Horses and Mules) to be weighed and actual weights charged for, subject to minimum weights named above.

FREIGHT TARIFF.

499

[illegible]

THE CHESAPEAKE AND OHIO RY. CO.—LIST OF COMMODITIES ON WHICH TABLE OF RATES No. 3 APPLIES—
CONTINUED

ARTICLES	CLASS	NOTE	ARTICLES	CLASS	NOTE
Plaster, calcined, C. L. minimum weight 20,000 pounds...	AA	2			
Plaster, land or lump.....	MM	2			
Pulp, paper, straw or wood.....	CC	1			
Rock, lime, ground or pulverized, for agricultural purposes, C. L. minimum weight 24,000 pounds.....	MM	2			
Rosin, in barrels.....	CC	2			
Salt.....	BB	2			
Sand, C. L. minimum weight 40,000 pounds.....	OO	2			
Sassafras Root.....	AA	1			
Sawdust.....	DD	2			
Scala, roll.....	DD	1			
Shavings, wood, in bulk.....	DD	2			
Shells, oyster and clam.....	DD	1			
Shucks and Husks, in bales, C. L. minimum 20,000 pounds.....	LL	2			
Slag, C. L. minimum weight 40,000 pounds.....	DD	2			
Slate, curbing, fencing or paving.....	CC	2			
†Slate, roofing, C. L. minimum weight 40,000 pounds.....	CC	2			
Soda Ash.....	CC	2			
Soda, caustic, in iron casks.....	CC	2			

in packages.
must not quote these rates in bills of lading or way-bills, but if product is to be reshipped, agent at destination after attention to Auditor only, based on Class HH for the Logs and Unseasoned Stock and Material, and Class EE for the Stick Bark. EE and HH will not apply on shipments destined to points on connecting lines.
than carload shipments.
of 5,000 pounds or more, will be accepted at the current Class CC rates. Less than the above quantity, if shipped loose, Class CC.
in barrels or in bulk; less than carload rates apply on shipments in barrels.
will also apply on Walnut and Cherry Logs and Walnut and Cherry Lumber, but will not apply on Woods of value, Cigar

THE CHESAPEAKE AND OHIO RAILWAY CO.—COMMODITY RATES
—CONTINUED.

Table of Commodity Rates No. 3.

Minimum charge on carload shipments, \$5.00 per car.

DISTANCES.	RATES IN DOLLARS AND CENTS.									
	AA		BB		CC		DD		EE	FF
	Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton 2,000 lbs.	Per cu. 128 cu. feet.
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	CL
5 miles and under.....	50	80	35	35	50	80	35	70	60	75
10 and over 5 miles.....	60	80	35	35	50	80	35	70	60	80
11 and over 10 miles.....	70	88	38	38	60	85	45	70	70	85
12 and over 11 miles.....	70	88	42	42	60	85	45	70	70	85
13 and over 12 miles.....	70	1 00	46	46	65	90	45	85	70	85
14 and over 13 miles.....	70	1 00	50	50	65	90	45	85	70	85
15 and over 14 miles.....	70	1 00	54	54	70	1 00	45	85	70	85
16 and over 15 miles.....	80	1 20	57	57	70	1 10	50	90	70	90
17 and over 16 miles.....	80	1 20	60	60	75	1 10	50	90	70	90
18 and over 17 miles.....	80	1 20	64	64	75	1 10	50	90	70	90
19 and over 18 miles.....	80	1 50	68	68	80	1 20	50	90	70	90
20 and over 19 miles.....	80	1 50	70	70	80	1 20	50	90	70	90
25 and over 20 miles.....	90	1 65	75	90	85	1 40	55	1 00	75	95
30 and over 25 miles.....	1 00	2 00	90	1 08	90	1 60	60	1 10	75	1 00
35 and over 30 miles.....	1 10	2 20	1 00	1 20	95	1 60	65	1 20	80	1 05
40 and over 35 miles.....	1 10	2 20	1 10	1 30	1 00	1 70	70	1 25	80	1 10
45 and over 40 miles.....	1 20	2 40	1 20	1 45	1 05	1 75	75	1 35	85	1 15
50 and over 45 miles.....	1 20	2 40	1 20	1 45	1 10	1 90	80	1 45	85	1 20
55 and over 50 miles.....	1 25	2 60	1 30	1 55	1 15	1 90	85	1 55	90	1 25
60 and over 55 miles.....	1 25	2 60	1 30	1 55	1 20	1 90	90	1 55	90	1 30
65 and over 60 miles.....	1 30	2 80	1 40	1 70	1 20	1 90	1 00	1 55	95	1 30
70 and over 65 miles.....	1 30	2 80	1 40	1 70	1 25	1 90	1 00	1 55	95	1 35
75 and over 70 miles.....	1 40	2 80	1 45	1 75	1 25	1 90	1 05	1 55	1 00	1 35
80 and over 75 miles.....	1 40	2 80	1 45	1 75	1 25	1 90	1 10	1 55	1 00	1 40
85 and over 80 miles.....	1 50	3 00	1 50	1 80	1 30	1 90	1 15	1 55	1 10	1 40
90 and over 85 miles.....	1 50	3 40	1 50	1 80	1 30	1 90	1 20	1 55	1 10	1 40
95 and over 90 miles.....	1 60	3 40	1 60	1 90	1 30	1 90	1 25	1 55	1 20	1 40
100 and over 95 miles.....	1 60	3 60	1 60	1 90	1 30	1 90	1 30	1 60	1 20	1 40
105 and over 100 miles.....	1 70	3 60	1 70	2 05	1 35	1 90	1 35	1 65	1 30	1 50
110 and over 105 miles.....	1 70	3 80	1 70	2 05	1 40	1 90	1 35	1 65	1 30	1 50
115 and over 110 miles.....	1 80	4 00	1 75	2 10	1 45	1 90	1 35	1 65	1 40	1 50
120 and over 115 miles.....	1 80	4 20	1 75	2 10	1 50	1 90	1 35	1 65	1 40	1 50
125 and over 120 miles.....	1 90	4 40	1 80	2 15	1 55	1 90	1 40	1 70	1 50	1 50
130 and over 125 miles.....	1 90	4 40	1 80	2 15	1 55	1 90	1 40	1 70	1 50	1 50
140 and over 130 miles.....	2 00	4 40	1 80	2 15	1 65	2 00	1 45	1 80	1 60	1 50
145 and over 140 miles.....	2 00	4 60	1 80	2 15	1 75	2 15	1 50	1 85	1 65	1 50
150 and over 145 miles.....	2 00	4 60	1 80	2 15	1 85	2 15	1 50	1 85	1 65	1 50
160 and over 150 miles.....	2 10	4 60	1 95	2 35	1 85	2 25	1 55	1 90	1 65	1 60
165 and over 160 miles.....	2 20	4 80	2 00	2 40	1 95	2 40	1 55	1 90	1 70	1 60
170 and over 165 miles.....	2 30	4 80	2 00	2 40	1 95	2 40	1 60	1 95	1 70	1 60

THE CHESAPEAKE AND OHIO RAILWAY CO.—TABLE OF COMMODITY
RATES No. 3—CONTINUED.

Minimum charge on carload shipments, \$5.00 per car.

DISTANCES.	RATES IN DOLLARS AND CENTS.									
	AA		BB		CC		DD		EE	FF
	Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.	Per ton of 2,000 lbs.
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	CL
175 and over 170 miles.....	2 40	4 80	2 05	2 45	1 95	2 40	1 65	2 00	1 70	1 60
180 and over 175 miles.....	2 50	4 80	2 05	2 45	2 00	2 45	1 65	2 00	1 70	1 60
190 and over 180 miles.....	2 60	4 80	2 10	2 50	2 00	2 45	1 70	2 10	1 75	1 60
195 and over 190 miles.....	2 60	4 80	2 15	2 60	2 00	2 45	1 75	2 15	1 75	1 60
200 and over 195 miles.....	2 70	4 80	2 15	2 60	2 05	2 50	1 75	2 15	1 75	1 60
210 and over 200 miles.....	2 80	4 80	2 20	2 65	2 05	2 50	1 75	2 15	1 80	1 60
220 and over 210 miles.....	2 80	4 80	2 20	2 65	2 05	2 50	1 80	2 20	1 80	1 60
230 and over 220 miles.....	2 80	4 80	2 20	2 65	2 25	2 75	1 85	2 25	1 85	1 60
240 and over 230 miles.....	2 90	4 80	2 40	2 90	2 30	2 80	1 90	2 30	1 85	1 60
250 and over 240 miles.....	2 90	4 80	2 50	3 00	2 35	2 85	1 95	2 40	1 90	1 60
260 and over 250 miles.....	3 00	4 80	2 60	3 10	2 40	2 90	2 00	2 45	1 90	1 60
270 and over 260 miles.....	3 00	4 80	2 70	3 25	2 45	3 00	2 05	2 50	1 95	1 60
280 and over 270 miles.....	3 00	4 80	2 80	3 35	2 50	3 05	2 10	2 55	1 95	1 60
290 and over 280 miles.....	3 00	4 80	2 90	3 50	2 55	3 10	2 15	2 60	2 00	1 60
300 and over 290 miles.....	3 00	4 80	2 90	3 50	2 60	3 15	2 20	2 70	2 00	1 60
310 and over 300 miles.....	3 00	4 80	3 00	3 60	2 60	3 20	2 25	2 75	2 05	1 60
320 and over 310 miles.....	3 00	4 80	3 00	3 60	2 65	3 30	2 30	2 80	2 05	1 60
330 and over 320 miles.....	3 00	4 80	3 10	3 70	2 70	3 35	2 35	2 85	2 10	1 60
340 and over 330 miles.....	3 00	4 80	3 10	3 70	2 75	3 40	2 40	2 90	2 10	1 60
360 and over 340 miles.....	3 00	4 80	3 20	3 85	2 75	3 40	2 40	2 90	2 15	1 60

MILES.	RATES IN DOLLARS AND CENTS.												
	GG	HH	II	JJ	KK	LL	MM		NN	OO		PP	QQ
	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per 1,000 brick.	Rates in cents per 100 lbs.	Rates in cents per 100 lbs.	Per ton of 2,000 lbs.		Per 1,000 brick.	Gravel, Sand and Crushed Stone, per ton of 2,000 lbs.	"Class OO" article's other than gravel, sand, crushed stone, per ton 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.
	CL	CL	CL	CL	CL	CL	CL	LCL	CL	CL	CL	CL	CL LCL
5 and under.....	50	40	1 20	50	3	5	28	34	63	25	30	40	50 7
10 and over 5.....	50	50	1 20	80	4	6	28	34	1 00	25	35	40	50 8
11 and over 10.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	60 8 25
12 and over 11.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	60 8 25
13 and over 12.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	65 8 25
14 and over 13.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	65 8 25
15 and over 14.....	60	55	1 60	90	4½	7	35	48	1 13	30	40	50	70 8 25
16 and over 15.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	70 8 25
17 and over 16.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	75 8 25
18 and over 17.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	75 8 25
19 and over 18.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	80 8 25
20 and over 19.....	60	65	1 60	90	4½	7	45	61	1 13	30	45	50	80 8 25
25 and over 20.....	70	70	2 00	1 00	5	8	50	72	1 25	35	50	55	85 1 25
30 and over 25.....	70	80	2 00	1 00	5	8	60	86	1 25	35	50	55	90 1 25
35 and over 30.....	80	85	2 20	1 20	5½	8½	65	96	1 50	40	55	60	95 1 45
40 and over 35.....	80	85	2 20	1 20	5½	8½	70	1 04	1 50	40	55	60	1 00 1 45
45 and over 40.....	80	95	2 40	1 40	6	9	75	1 16	1 75	45	60	65	1 05 1 45
50 and over 45.....	80	95	2 40	1 40	6	9	75	1 16	1 75	45	60	65	1 10 1 45

THE CHESAPEAKE AND OHIO RAILWAY CO.—TABLE OF COMMODITY
RATES No. 3—CONTINUED.

Minimum charge on carload shipments, \$5.00 per car.

RATES IN DOLLARS AND CENTS.														
MILES.	GG	HH	II	JJ	KK	LL	MM		NN	OO		PP	QQ	
	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per 1,000 brick.	Rates in cents per 100 lbs.	Rates in cents per 100 lbs.	Per ton of 2,000 lbs.		Per 1,000 brick.	Gravel, Sand and Crushed Stone, per ton of 2,000 lbs.	"Class OO" articles other than gravel, sand, crushed stone, per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	
	CL	CL	CL	CL	CL	CL	CL	LCL	CL	CL	CL	CL	CL	LCL
55 and over 50	90	1 00	2 60	1 60	6½	9½	80	1 24	2 00	50	60	70	1 15	1 55
60 and over 55	90	1 00	2 60	1 60	6½	9½	80	1 24	2 00	50	60	70	1 20	1 55
65 and over 60	90	1 10	2 80	1 70	7	10	85	1 36	2 13	55	60	75	1 20	1 90
70 and over 65	90	1 10	2 80	1 70	7	10	85	1 36	2 13	55	60	75	1 25	1 90
75 and over 70	1 00	1 15	3 00	1 80	7½	10½	95	1 40	2 25	60	65	80	1 25	1 90
80 and over 75	1 00	1 15	3 00	1 80	7½	10½	95	1 40	2 25	60	65	80	1 25	1 90
85 and over 80	1 00	1 25	3 20	1 90	8	11	1 00	1 44	2 38	65	70	85	1 30	1 90
90 and over 85	1 00	1 25	3 20	1 90	8	11	1 00	1 44	2 38	65	70	85	1 30	1 90
95 and over 90	1 00	1 30	3 40	2 00	8½	11½	1 05	1 52	2 50	70	75	90	1 30	1 90
100 and over 95	1 00	1 30	3 40	2 00	8½	11½	1 05	1 52	2 50	70	75	90	1 30	1 90
105 and over 100	1 10	1 40	3 60	2 10	9	12	1 10	1 64	2 63	75	75	95	1 35	1 90
110 and over 105	1 10	1 40	3 60	2 10	9	12	1 10	1 64	2 63	75	75	95	1 40	1 90
115 and over 110	1 20	1 45	3 80	2 20	9½	12½	1 15	1 68	2 75	75	80	95	1 45	1 90
120 and over 115	1 20	1 55	3 80	2 20	9½	12½	1 15	1 68	2 75	75	80	95	1 50	1 90
125 and over 120	1 20	1 55	4 00	2 30	10	13	1 20	1 72	2 88	77½	80	1 00	1 55	1 90
130 and over 125	1 20	1 60	4 00	2 30	10	13	1 20	1 72	2 88	77½	80	1 00	1 55	1 90
140 and over 130	1 30	1 60	4 20	2 40	10½	13½	1 25	1 72	3 00	80	85	1 00	1 65	2 00
145 and over 140	1 30	1 70	4 40	2 50	11	14	1 30	1 72	3 13	85	90	1 05	1 75	2 15
150 and over 145	1 30	1 70	4 40	2 50	11	14	1 30	1 72	3 13	85	90	1 05	1 85	2 15
160 and over 150	1 40	1 75	4 60	2 55	11	14	1 35	1 88	3 19	85	90	1 05	1 85	2 25
165 and over 160	1 40	1 75	4 80	2 60	11½	14½	1 40	1 92	3 25	87½	95	1 10	1 95	2 40
170 and over 165	1 40	1 75	4 80	2 60	11½	14½	1 40	1 92	3 25	87½	95	1 10	1 95	2 40
175 and over 170	1 50	1 75	5 00	2 65	11½	14½	1 45	1 96	3 31	90	95	1 10	1 95	2 40
180 and over 175	1 50	1 75	5 00	2 65	11½	14½	1 45	1 96	3 31	90	95	1 10	2 00	2 45
190 and over 180	1 50	1 80	5 20	2 70	11½	14½	1 50	2 00	3 38	95	95	1 15	2 00	2 45
195 and over 190	1 60	1 85	5 40	2 75	11½	14½	1 50	2 08	3 44	1 00	1 00	1 15	2 00	2 45
200 and over 195	1 60	1 85	5 40	2 75	11½	14½	1 50	2 08	3 44	1 00	1 00	1 15	2 05	2 50
210 and over 200	1 70	2 00	5 60	2 85	12	15	1 50	2 12	3 56	1 05	1 05	-----	2 05	2 50
220 and over 210	1 70	2 00	5 80	2 90	12	15	1 50	2 12	3 63	1 05	1 05	-----	2 05	2 50
230 and over 220	1 80	2 00	5 80	3 00	12	15	1 50	2 12	3 75	1 05	1 05	-----	2 25	2 75
240 and over 230	1 80	2 00	5 80	3 10	12	15	1 50	2 32	3 88	1 05	1 05	-----	2 30	2 80
250 and over 240	1 80	2 00	5 80	3 20	12	15	1 50	2 40	4 00	1 10	1 10	-----	2 35	2 85
260 and over 250	1 90	2 00	6 00	3 30	12	15	1 50	2 48	4 13	1 10	1 10	-----	2 40	2 90
270 and over 260	1 90	2 00	6 00	3 40	12	15	1 50	2 60	4 25	1 10	1 10	-----	2 45	3 00
280 and over 270	1 90	2 00	6 00	3 50	12	15	1 50	2 68	4 38	1 10	1 10	-----	2 50	3 05
290 and over 280	2 00	2 00	6 00	3 60	12	15	1 50	2 80	4 50	1 15	1 15	-----	2 55	3 10
300 and over 290	2 00	2 00	6 00	3 70	12	15	1 50	2 80	4 63	1 20	1 20	-----	2 60	3 15
310 and over 300	2 10	2 00	6 00	3 80	12	15	1 50	2 88	4 75	1 25	1 25	-----	2 60	3 20
320 and over 310	2 10	2 00	6 00	3 90	12	15	1 50	2 88	4 88	1 25	1 25	-----	2 65	3 30
330 and over 320	2 10	2 00	6 00	4 00	12	15	1 50	2 96	5 00	1 30	1 30	-----	2 70	3 35
340 and over 330	2 20	2 00	6 00	4 10	12	15	1 50	2 96	5 00	1 30	1 30	-----	2 75	3 40
350 and over 340	2 20	2 00	6 00	4 20	12	15	1 50	3 08	5 00	1 30	1 30	-----	2 75	3 40
360 and over 350	2 20	2 00	6 00	4 30	12	15	1 50	3 08	5 00	1 30	1 30	-----	2 75	3 40

THE CHESAPEAKE AND OHIO RAILWAY CO.—COMMODITY RATES—
CONTINUED.

Table of Rates No. 4.

LIMESTONE, GROUND, FOR ACID SOIL TREATMENT, CARLOAD,
MINIMUM WEIGHT 60,000 POUNDS.

DISTANCES.	Rates per ton of 2,000 pounds.
10 miles and under.....	\$ 30
20 and over 10 miles.....	30
30 and over 20 miles.....	30
40 and over 30 miles.....	35
50 and over 40 miles.....	40
60 and over 50 miles.....	45
70 and over 60 miles.....	47
80 and over 70 miles.....	50
90 and over 80 miles.....	54
100 and over 90 miles.....	60
110 and over 100 miles.....	66
120 and over 110 miles.....	72
130 and over 120 miles.....	78
140 and over 130 miles.....	85
150 and over 140 miles.....	87½
160 and over 150 miles.....	90
170 and over 160 miles.....	92½
180 and over 170 miles.....	95
190 and over 180 miles.....	97½
200 and over 190 miles.....	1 00
205 and over 200 miles.....	1 02½
210 and over 205 miles.....	1 05
215 and over 210 miles.....	1 07½
220 and over 215 miles.....	1 10
225 and over 220 miles.....	1 12½
230 and over 225 miles.....	1 15
235 and over 230 miles.....	1 17½
240 and over 235 miles.....	1 20
245 and over 240 miles.....	1 22½
250 and over 245 miles.....	1 25
260 and over 250 miles.....	1 30
270 and over 260 miles.....	1 35
280 and over 270 miles.....	1 40
290 and over 280 miles.....	1 45
300 and over 290 miles.....	1 50
Over 300 miles.....	1 50

CHESAPEAKE WESTERN RAILWAY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

Governed by Virginia Classification, with the following exceptions, viz.:
 Household Goods and Old Furniture, value limited to \$5.00 per 100 pounds in case of loss or damage and so expressed in bill of lading, L. C. L. CLASS D-1
 Poultry, live, in coops or crates, L. C. L., actual weight.....

COMMODITY RATES.

Rates in cents per hundred pounds, except where otherwise indicated.

DISTANCES	Apples green.		Brick, common.	*Building material.	Coal, bituminous, and Coke.	†Fertilizer, per ton 2,000 lbs.		Grain.		
	C. L. min. 24,000 lbs.	Barrels, sacks, or bulk L. C. L.	Per 1,000 brick, C. L. min. 40,000 lbs.	C. L. min. 30,000 lbs.	Per 2,000 lbs. C. L. min. 30,000 lbs.	C. L. min. 30,000 lbs.	L. C. L.	L. C. L.	C. L. Min. 24,000 lbs.	Wheat shipped to mills on C. W. Ry., product to be reshipped over C. W. Ry. C. L. Min. 30,000 lbs.
5 miles and under.....	3½	4	55	3	35	42	48	4	3	2.
10 and over 5 miles.....	4½	5	90	4	40	42	50	5	4	2.1
15 and over 10 miles.....	5	6	1 00	4	45	55	64	6	4½	2.5
20 and over 15 miles.....	5½	6	1 00	5	50	75	90	6	5	2.8
25 and over 20 miles.....	6	7	1 00	6	50	90	1 08	7	5½	3.2
30 and over 25 miles.....	6½	7	1 15	6	55	1 02	1 23	7	6	3.5
35 and over 30 miles.....	7	8	1 30	6	55	1 12	1 34	8	6½	3.8
40 and over 35 miles.....	7½	8	1 30	6	60	1 25	1 50	8	7	4.2

*Building Material, wood, in mixed carloads, rough or finished, viz..

Balusters,
Base Boards,
Blinds,
Casings,
Doors,
Frames (door, window and screen door).

Laths,
Lumber (including weather boarding, flooring, ceiling, wainscoting),
Mantels,
Moulding.

Newels,
Sash (unglazed),
Scroll work,
Shingles,
Star work.

†Rates on Agricultural Lime and Land Plaster, 20 per cent. less than rates on Fertiliser

CHESAPEAKE WESTERN RAILWAY—COMMODITY RATES—CONTINUED.

DISTANCES.	*Grain Products.	Iron Articles.	Limestone, ground, for acid soil treat- ment.	†Lumber, Common, and articles taking same rates.		Salt, in sacks or barrels.		Sand.	Wood, cord, fuel, per cord of 128 cu. ft.
	C. L. min. 30,000 lbs.			C. L. min. 30,000 lbs.	L. C. L.	C. L. min. 20,000 lbs.	L. C. L.		
5 miles and under . . .	4	2½	30	2½	3¼	3	3.6	2	85
10 and over 5 miles ..	4	3	30	3	4½	3½	4.2	2	85
15 and over 10 miles ..	5	3½	30	3½	5¼	4	4.8	2	70
20 and over 15 miles ..	5	4	30	4	6	4½	5.4	2	75
25 and over 20 miles ..	6	4½	30	4½	6¾	5	6	2½	80
30 and over 25 miles ..	6	5	30	5	7½	5	6	3½	85
35 and over 30 miles ..	7	5½	35	5½	8¼	5½	6.6	3¾	90
40 and over 35 miles ..	7	6	35	6	9	5½	6.6	4	95

*Grain Products in bulk, or in bulk in barrels or sacks, or in packages when packed in barrels or boxes, straight or mixed carload, as follows:

Bran.
Buckwheat Flour,
Corn Meal,
Cracked Wheat,
Flour made from grain,

Grits,
Ground Corn,
Hominy,
Middlings,

Mill Feed,
Screenings,
Ship Stuff,
Shorts,

†Common Lumber. List of articles:

Bark, stick (minimum carload weight,
20,000 lbs.),
Barrel Shooks,
Billets,
Bill Stuff,
Boards,
Box Shooks,
Cooperage Stock,
Heading Bolts,
Hoops,

Hoop Poles,
Hop Poles,
Laths,
Logs,
Pickets (wooden),
Picture Backing,
Piles,
Posts,
Pump Tubing,
Slabs,

Spoke Timber, in the rough,
Shingles,
Shooks,
Stave Bolts,
Staves and Heading,
Telegraph Cross Arms,
Telegraph Poles,
Ties, railroad,
Wooden Paving Blocks.

CHESAPEAKE WESTERN RAILWAY—COMMODITY RATES—CONTINUED.

LIVE STOCK, CARLOADS.

DISTANCES.	RATES PER CAR REGARDLESS OF WEIGHT.				
	Horses and Mules or Cattle.	Calves and Sheep.		Hogs.	
		Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
5 miles and under.....	\$ 9 10	\$ 6 37	\$ 7 28	\$ 7 28	\$ 10 00
10 and over 5 miles.....	10 40	7 28	8 32	8 32	11 44
15 and over 10 miles.....	11 70	8 19	9 36	9 36	12 87
20 and over 15 miles.....	13 00	9 10	10 40	10 40	14 30
25 and over 20 miles.....	14 30	10 00	11 44	11 44	15 73
30 and over 25 miles.....	15 60	10 92	12 48	12 48	17 16
35 and over 30 miles.....	16 25	11 38	13 00	13 00	17 88
40 and over 35 miles.....	16 90	11 83	13 52	13 52	18 59

The rates on mixed cars of Stock (properly partitioned or decked) are as follows:
Cattle and Calves in partially doubled decked cars, ten per cent. higher than rate on Cattle.
Cattle and Sheep in partially double decked cars, ten per cent. higher than rate on Cattle.
Cattle with Hogs, Sheep or Calves in single deck cars, same as Cattle.
Cattle and Hogs, in partially double decked cars, same as Hogs, double deck.
Horses and Cattle, same as Cattle.
Horses and Hogs or Sheep, same as Cattle.
Hogs and Calves or Hogs and Sheep or Hogs, Sheep and Calves, same as Hogs.

DANVILLE AND WESTERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	15	12	10	8	7	6	6	6	5	5	7	8	10	8	5	60	75	8 00	8 00	7 00
10 and over 5 miles.....	18	15	13	10	9	7	7	7	7	6	9	10	14	8	5	70	75	8 00	8 00	7 00
15 and over 10 miles.....	21	18	15	13	11	9	9	10	8	6	11	13	15	10	6	80	85	10 00	9 00	8 00
20 and over 15 miles.....	24	21	18	16	14	10	10	10	9	8	14	16	18	13	6	90	95	10 00	9 00	9 00
25 and over 20 miles.....	27	24	21	18	15	11	11	12	10	9	15	18	20	15	6	1 00	1 15	11 00	10 00	10 00
30 and over 25 miles.....	30	27	23	19	16	12	12	12	12	9	16	19	20	15	7	1 10	1 25	11 00	11 00	10 00
35 and over 30 miles.....	33	29	25	20	17	12	12	12	12	9	17	20	20	16	7	1 20	1 35	14 00	13 00	11 00
40 and over 35 miles.....	35	31	27	21	18	13	13	14	12	9	18	21	20	16	7½	1 20	1 35	14 00	13 00	12 00
45 and over 40 miles.....	37	33	28	22	18	14	13	14	14	10	18	22	25	16	8	1 30	1 40	16 00	15 00	13 00
50 and over 45 miles.....	39	34	29	23	19	14	14	15	14	10	19	23	25	16	8	1 30	1 40	16 00	15 00	13 00
55 and over 50 miles.....	41	36	30	24	20	15	14	15	15	13	20	24	25	18	8	1 40	1 50	18 00	17 00	15 00
60 and over 55 miles.....	42	37	31	25	21	16	14	16	15	13	21	25	26	18	8	1 40	1 50	18 00	17 00	15 00
65 and over 60 miles.....	43	38	32	26	22	17	15	18	15	13	22	26	30	18	9	1 50	1 60	18 00	17 00	15 00
70 and over 65 miles.....	44	39	33	27	23	18	16	20	16	13	23	27	30	18	9	1 50	1 60	18 00	17 00	15 00
75 and over 70 miles.....	44	39	33	27	23	18	16	20	16	13	23	27	30	18	9	1 50	1 60	18 00	17 00	15 00

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

DANVILLE AND WESTERN RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

DISTANCES.	Bark, C. L. minimum 24,000 pounds, per 100 pounds.	Brick, C. L. minimum 9,000 brick, per 1,000 brick.	Fertilizer, C. L. minimum 30,000 pounds, per ton 2,000 pounds.	Hogheads, empty, and Tierces to be filled with tobacco for reshipment, applicable between all stations.	Limestone, ground, C. L. minimum 60,000 pounds, per ton of 2,000 pounds.	Logs, peraimon, oak, locust, hickory, dogwood, cypress, gum and ash, C. L.; also Posts, locust, C. L.; minimum weight 40,000 pounds, per 100 pounds.	, C. L. minimum 40,000 pounds, pounds.	nd articles taking lumber rates e below), C. L. minimum 30,000 pounds, per 100 pounds.	Poplar Pulp Wood, C. L. minimum 30,000 pounds, per 100 pounds.	Wood, chestnut, C. L. minimum 30,000 pounds, per ton 2,000 pounds.	Wood, fire, C. L. minimum 10 cords, per cord.
5 miles and under.....	3	50	80	12	25		3	3		40	80
10 and over 5 miles.....	3	80	80	15	25		3	3		40	80
15 and over 10 miles.....	3	90	1 20	18	30		3	4		50	80
20 and over 15 miles.....	3	95	1 20	21	30		3	4		50	80
25 and over 20 miles.....	4	1 00	1 30	24	30		3	5		55	1 00
30 and over 25 miles.....	4	1 10	1 30	27	30		3	5		55	1 00
35 and over 30 miles.....	4	1 20	1 35	29	35		3	5		60	1 00
40 and over 35 miles.....	4	1 20	1 35	29	35		3	5		60	1 00
50 and over 40 miles.....	4	1 40	1 40	31	40		3	6		65	1 10
60 and over 50 miles.....	4	1 60	1 40	37	45		3	6		70	1 10
75 and over 60 miles.....	5	1 70	1 40	39	50		3	6		75	1 10

Note.—List of articles taking lumber rates, when in carloads:

Base Boards,

Ceiling,

Casings,

Cooperage Stock, not otherwise specified,

Flooring,

Heading and Heading Bolts,

Hoops, not otherwise specified,

Hoops and Hoop Poles,

Logs, not otherwise specified,

Lumber, except cigar box material and decorative lumber.

Lumber, not otherwise specified,

Piles,

Posts,

Shingles,

Shingle Bolts,

Shooks, barrel, cask or hoghead,

Spoke Lumber, in the rough,

Staves and Stave Bolts,

Telegraph Cross Arms, without pins,

Telegraph and Telephone Poles.

Empty Chicken Coops, Egg and Butter Crates returned to original shipping point after having been received filled:

Chicken Coops and Egg Crates.....5c each.

Butter Crates.....10c each.

Applicable between all stations.

GREAT FALLS AND OLD DOMINION RAILROAD COMPANY.

See Washington and Old Dominion Railway.

INTERSTATE RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

Applicable between all stations on Norton Division.
(Appalachia to Norton, inclusive).

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.	Per ton of 2,000 lbs.		Per carload of 20,000 lbs.			
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	11	9	7	5	5	4	4	5	4	4	5	5	9	5	3	50	70	9 00	9 00	9 00
10 and over 5 miles.....	11	9	8	7	6	5	5	5	4	4	5	5	9	5	3	50	70	10 00	10 00	10 00
15 and over 10 miles.....	11	9	8	7	6	5	5	5	4	4	5	5	9	5	3	50	70	11 00	11 00	11 00

Governed by Virginia Classification with Exception Sheet No. 7 thereto.

COMMODITY RATES.

Applicable between all stations, Norton Division.
(Appalachia to Norton, inclusive.)

BRICK, COMMON, CARLOADS, MINIMUM WEIGHT 24,000 POUNDS.
2 cents per 100 pounds.

COAL AND COKE, CARLOADS, MINIMUM WEIGHT, 30,000 POUNDS.
25 cents per ton of 2,000 pounds.

LUMBER, CARLOADS, MINIMUM WEIGHT 30,000 POUNDS.
3 cents per 100 pounds.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.	Per ton of 2,000 lbs.	Per carload of 20,000 lbs.				
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	12	10	8	7	6	5	5	6	5	5	6			6	3	60	80	10 00	10 00	10 00
10 and over 5 miles.....	12	10	9	8	7	6	6	6	5	5	6			6	3	60	80	10 00	10 00	10 00
20 and over 10 miles.....	20	16	13	11	9	8	7	8	7	7	9	1		0	5	1 00	90	14 00	14 00	14 00
30 and over 20 miles.....	26	20	15	13	11	10	8	10	9	8	11	1		3	6	1 20	1 00	18 00	16 00	16 00
40 and over 30 miles.....	30	24	18	15	13	10	9	10	10	9	13	1		4	6	1 20	1 10	20 00	18 00	18 00
50 and over 40 miles.....	34	28	20	16	14	10	10	11	11	10	14	2		5	7	1 40	1 20	22 00	20 00	20 00
60 and over 50 miles.....	37	29	22	18	16	11	11	12	12	11	15	2		6	8	1 60	1 20	24 00	22 00	22 00
70 and over 60 miles.....	40	32	24	19	16	11	11	13	13	12	16	2		7	8	1 60	1 25	25 00	22 00	22 00

Governed by Virginia Classification with Exception Sheet No. 7 thereto.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY—CONTINUED.

COMMODITY RATES

DISTANCES.	Brick, common and paving, straight carloads, min. wt. 30,000 lbs. per 100 lbs.	Brick, pressed, C. L. min. weight 40,000 lbs. per 100 lbs.	Cement, Lime and Wall Plaster, straight or mixed carloads, min. weight 30,000 lbs. per 100 lbs.	Coal, C. L. min. weight 24,000 lbs. per ton 2,000 lbs.	Fertilizers, C. L. min. wt. 30,000 lbs.; Cake, straight wt. 30,000 lbs.; min. wt. 24,000	Gravel, carload, min. weight 30,000 lbs., per 100 lbs.	Limestone agricultural for fertilizer purposes				Lumber, Laths, Shingles, Staves, and Heading, C. L. min. weight 20,000 lbs., per 100 lbs.	Sand, C. L. min. weight 30,000 lbs., per 100 lbs.	Stone, rough quarried, broken, crushed, rubble and ballast, straight carloads, min weight 30,000 lbs., per 100 lbs.
5 miles and under ..	3 3/4	3 3/4	3 3/4	60	60	3 3/4					11 10	3 3/4	3 3/4
10 and over 5 miles ..	3 3/4	3 3/4	3 3/4	60	60	3 3/4					10 10	3 3/4	3 3/4
15 and over 10 miles ..	3 3/4	3 3/4	3 3/4	90	80	3 3/4					10 10	3 3/4	3 3/4
20 and over 15 miles ..	3 3/4	3 3/4	3 3/4	90	1 00	3 3/4					10 10	3 3/4	3 3/4
25 and over 20 miles ..	3 3/4	3 3/4	3 3/4	1 05	1 00	3 3/4					10 10	3 3/4	3 3/4
30 and over 25 miles ..	3 3/4	3 3/4	3 3/4	1 05	1 20	3 3/4	30	10 00	12 00	6	3 3/4	3 3/4	3 3/4
35 and over 30 miles ..	3 3/4	3 3/4	3 3/4	1 20	1 20	3 3/4	35	14 00	17 00	6	3 3/4	3 3/4	3 3/4
40 and over 35 miles ..	3 3/4	3 3/4	3 3/4	1 20	1 20	3 3/4	35	14 00	17 00	6	3 3/4	3 3/4	3 3/4
45 and over 40 miles ..	3 3/4	3 3/4	3 3/4	1 25	1 40	3 3/4	40	16 00	19 00	7	3 3/4	3 3/4	3 3/4
50 and over 45 miles ..	3 3/4	3 3/4	3 3/4	1 25	1 40	3 3/4	40	16 00	19 00	7	3 3/4	3 3/4	3 3/4
55 and over 50 miles ..	3 3/4	3 3/4	3 3/4	1 35	1 40	3 3/4	45	20 00	24 00	7	3 3/4	3 3/4	3 3/4
60 and over 55 miles ..	3 3/4	3 3/4	3 3/4	1 35	1 40	3 3/4	45	20 00	24 00	8	3 3/4	3 3/4	3 3/4
65 and over 60 miles ..	3 3/4	3 3/4	3 3/4	1 45	1 40	3 3/4	47	23 00	28 00	8	3 3/4	3 3/4	3 3/4
70 and over 65 miles ..	4	3 3/4	3 3/4	1 45	1 60	4	47	23 00	28 00	8	4	3 3/4	3 3/4

MARION AND RYE VALLEY RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 30,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	*M	N	O	P
5 miles and under.....	9	8	7	6	5	4	4	5	5	5	5	6	10	6	4	80	80	10 00	8 00	8 00
10 and over 5 miles.....	10	10	10	10	9	8	8	9	9	9	9	10	18	10	8	1 60	1 60	18 00	16 00	16 00
20 and over 10 miles.....	10	10	10	10	9	8	8	9	9	9	9	10	18	10	8	1 60	1 60	18 00	16 00	16 00

*Class "M" rates apply also per ton of 2,240 pounds on articles so rated in Virginia Classification.

Governed by Virginia Classification.

The minimum charge for M. & R. V. Ry. on shipments to or from points on Virginia-Southern Railroad is 15 cents.

MARION AND RYE VALLEY RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

LIVE STOCK, CARLOADS.

DISTANCES.	RATES PER CAR REGARDLESS OF WEIGHT.					
	Horses and Mules.	Cattle.	Calves and Sheep		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
10 miles and under.....	\$ 16 00	\$ 14 00	\$ 9 80	\$ 12 60	\$ 11 20	\$ 15 40
20 and over 10 miles.....	20 00	16 00	11 20	14 40	12 80	17 60

The rates on mixed cars of stock (properly partitioned or decked) are as follows:
Cattle and Calves in partially double-decked cars, ten per cent. higher than rate on Cattle.
Cattle and Sheep in partially double-decked cars, ten per cent. higher than rate on Cattle.
Cattle with Hogs, Sheep or Calves, in single-deck cars, same as Cattle.
Cattle and Hogs, in partially double-decked cars, same as Hogs, double-decked.
Horses and Cattle, same as Horses.
Horses and Hogs, same as Horses.
Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves, same as Hogs.

RATES IN CENTS PER 100 POUNDS UNLESS OTHERWISE SHOWN.

ARTICLES.	Distances 5 miles and under	Distances 20 miles and over 5 mile
Agricultural Machinery and Implements, C. L., 24,000 pounds minimum.	6	6
Bark, stick, tan, C. L., 20,000 pounds minimum, per ton of 2,000 pounds..	75	\$1 00
Bark, stick, tan, C. L., 20,000 pounds minimum (when for manufacture and reshipment over Marion & Rye Valley Railway), per ton of 2,000 pounds.....	40	50
Billets, wood; Bolts, wood; Logs, unbarked; Small Timbers; C. L. 40,000 pounds minimum, per car of 40,000 pounds.....	\$5 00	5 00
Brick, common, C. L. minima as follows (see Note), per 1,000 brick:		
Cars of—		
Capacity 60,000 pounds or less.....	50	90
Capacity 80,000 and over 60,000 pounds.....		
Capacity 100,000 and over 80,000 pounds.....		
Note.—When a car of certain capacity is ordered for loading and the railway company, for its own convenience, furnishes a car of greater capacity, the carload minimum applicable to car of capacity ordered will be charged for, unless the number of brick loaded is greater than the prescribed carload minimum for car ordered, in which event charge will be made for actual number of brick loaded in car.		
Brick, fire; Clay; Cement; Cement Blocks; C. L. 30,000 pounds minimum	2½	5
Canned Goods, C. L. 24,000 pounds minimum.....	2½	5
Cement, C. L.; see Brick, fire, etc.		.
Clay, C. L.; see Brick, fire, etc.		
Coal and Coke, C. L. 30,000 pounds minimum, per ton of 2,000 pounds .	30	30
Eggs, C. L., 20,000 pounds minimum.....	2½	5
Feed, C. L.; see Grain and Grain Products.		
Fertilizers, viz.: Ashes; Bone Dust; Lime, agricultural; Plaster, land; Tankage and Guano; C. L. 24,000 lbs. minimum, per ton of 2,000 pounds.....	{ CL 35 LCL 85	CL 70 LCL 85
Flour, C. L.; see Grain and Grain Products.		
Fodder, C. L.; see Hay, etc.		
Fruit, dried, C. L., 30,000 pounds minimum.....	6	6

MARION AND RYE VALLEY RAILWAY CO.—COMMODITY RATES—
CONTINUED.

RATES IN CENTS PER 100 POUNDS UNLESS OTHERWISE SHOWN.		
ARTICLES.	Distances 5 miles and under.	Distances 20 miles and over 5 miles.
Grain and Grain Products, viz.: Corn Meal, Grits, Feed, Flour, Hominy and Mill Offal, C. L., 30,000 pounds minimum.....	2½	5
Handles and Hubs, in the white, C. L. 24,000 pounds minimum	3½	3½
Hay, Straw, Shucks and Fodder, pressed in bales, C. L. 20,000 pounds minimum.....	4	7
Hominy, C. L.; see Grain and Grain Products.		
Hubs, in the white, C. L.; see Handles.		
Ice, C. L., 24,000 pounds minimum, per ton of 2,000 pounds.....	35	70
Iron and Steel articles, C. L., 24,000 pounds minimum, viz.: Bar Iron, Bolts, Castings, Chain, Nails, Pipe, Roofing, Scrap Iron, Spikes and Wire, also Wire Fencing.....	2½	5
Lime, agricultural, C. L.; see Fertilizers.		
Limestone, ground, for agricultural purposes, C. L., 60,000 pounds minimum, per ton 2,000 lbs	35	35
Live Stock, C. L.; see separate table above.		
Logs, unbarked, C. L.; see Billets.		
Logs, saw (to be sawed into lumber for reshipment over Marion and Rye Valley Railway), C. L., regardless of weight, per car.....	\$ 2 50	\$ 2 50
Lumber and articles described below taking same rates (except Wood Billets and Bolts; Logs, unbarked and sawed; Slabs, saw-mill and Small Timbers, as shown in separate items), C. L. 34,000 pounds minimum, viz.: Barrel Shooks, Logs, Shingles, Box Shooks, Pickets, wooden, Shooks, Box Stuff, Picture Backing, Stave Bolts, Cooperage Stock, Piles, Staves and Heading, Heading Bolts, Posts, Telegraph Cross-Arms, Hoops, Pump Tubing, Telegraph Poles, Hoop Poles, Slabs, Ties, railroad cross, Hop Poles, Spoke Timber in Timber, Laths, the rough, Wooden Paving Blocks,		
Oak, hemlock and spruce.....	3½	3½
Other kinds than oak, hemlock or spruce.....	3½	3½
Meal, corn; see Grain and Grain Products.		
Meal, cotton seed, C. L., 30,000 pounds minimum.....	2½	5
Mill Offal, C. L.; see Grain and Grain Products.		
Oil, C. L. 24,000 pounds minimum.....	2½	5
Ore, iron, C. L. 20 gross tons minimum, per gross ton of 2,240 pounds....	25	25
Ore, manganese, C. L. 20 gross tons minimum, per ton 2,240 pounds....	25	25
Pins, insulator, C. L., 34,000 pounds minimum.....	3½	3½
Pipe, sewer, C. L. 20,000 pounds minimum.....	2½	5
Poultry, C. L. 20,000 pounds minimum, viz.: Chickens and Turkeys.....	2½	5
Rails, steel, C. L. 24,000 pounds minimum.....	4	4
Salt, C. L. 20,000 pounds, minimum.....	2½	5
Sand, C. L. 40,000 pounds minimum.....	1½	1½
Shucks, C. L.; see Hay, etc.		
Slabs, saw-mill, C. L. minimum as per Virginia Classification.....	2	2
Slate Roofing, C. L. 30,000 pounds minimum.....	2½	5
Straw, C. L.; see Hay, etc.		
Sugar, C. L. 24,000 pounds minimum.....	2½	5
Tile, drain, C. L. 20,000 pounds minimum.....	2½	5
Timbers, small, C. L.; see Billets.		
Vegetables, C. L. 24,000 pounds minimum, viz.: Cabbage and Potatoes.....	2½	5
Wood, extract and pulp, C. L. 30,000 pounds minimum, per car of 30,000 pounds.....	\$7 50	\$10 00
Wood, fire, C. L. ten cords minimum, per cord of 128 cubic feet.....	50	75
Wood, fire, C. L. (applicable only on shipments loaded in empty hopper cars returning home), per car, regardless of weight.....	\$5 00	\$5 00

NELSON AND ALBEMARLE RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Rates in cents per 100 pounds.												Rates in cents per bbl.	Rates in cents per 100 lbs.		Pates per ton 2,000 lbs.		Rates per car- load of 20,000 lbs. excess over 20,- 000 lbs. to be charged for at pro- portionate rate.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	*M	N	O	P
5 miles and under.....	12	10	8	6	5	4	3	5	5	5	5	6	10	6	3	50	60	7 00	7 00	5 00
10 and over 5 miles.....	16	12	10	8	6	5	4	6	6	6	6	8	12	8	4	60	70	8 00	8 00	6 00
20 and over 10 miles.....	20	16	12	10	7	6	4	6	6	6	6	9	12	9	4	70	80	12 00	9 00	7 00

*Class "M" rates also apply per ton, 2,240 pounds, on the articles so rated in Virginia Classification.
Governed by Virginia Classification with Exception Sheet No. 3 thereto.
Minimum charges—On all shipments 20 pounds and under, 15 cents.
On all shipments over 20 pounds, 25 cents.

COMMODITY RATES.

Governed by the same Special Classification of commodities as shown for The Chesapeake and Ohio Railway Company on pages 498, 499 and 500 except on Chestnut Wood, carloads, Pulp Wood (pine and poplar) and on Fire Wood in four and eight foot lengths, on flat cars, for rates on which see below:

Minimum charge on carload shipments, \$5.00 per car.

DISTANCES.	RATES IN DOLLARS AND CENTS.									
	AA		BB		CC		DD		EE	FF
	Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per ton 2,000 lbs.	Per cd. 128 cub. ft.
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	CL
5 miles and under.....	50	80	35	35	50	80	35	70	60	75
10 and over 5 miles.....	60	80	35	35	50	80	35	70	60	80
11 and over 10 miles.....	70	88	38	38	60	85	45	70	70	85
12 and over 11 miles.....	70	88	42	42	60	85	45	70	70	85
13 and over 12 miles.....	70	1 00	46	46	65	90	45	85	70	85
14 and over 13 miles.....	70	1 00	50	50	65	90	45	85	70	85
15 and over 14 miles.....	70	1 00	54	54	70	1 00	45	85	70	85
16 and over 15 miles.....	80	1 20	57	57	70	1 10	50	90	70	90
17 and over 16 miles.....	80	1 20	60	60	75	1 10	50	90	70	90
18 and over 17 miles.....	80	1 20	64	64	75	1 10	50	90	70	90
19 and over 18 miles.....	80	1 50	68	68	80	1 20	50	90	70	90
20 and over 19 miles.....	80	1 50	70	70	80	1 20	50	90	70	90

NELSON AND ALBEMARLE RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

DISTANCES.	RATES IN DOLLARS AND CENTS.											
	GG	HH	II	JJ	KK	LL	MM		NN	OO	QQ	
	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per ton of 2,000 lbs.	Per 1,000 brick.	Per 100 lbs.	Per 100 lbs.	Per ton of 2,000 lbs.		Per 1,000 brick.	Per ton of 2,000 pounds.	Per ton of 2,000 lbs.	
	CL	CL	CL	CL	CL	CL	CL	LCL	CL	CL	CL	LCL
5 miles and under.....	50	40	1 20	50	3	5	28	34	63	30	50	72
10 and over 5 miles.....	50	50	1 20	80	4	6	28	34	1 00	35	50	80
11 and over 10 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	60	85
12 and over 11 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	60	85
13 and over 12 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	65	90
14 and over 13 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	65	90
15 and over 14 miles.....	60	55	1 60	90	4½	7	35	48	1 13	40	70	96
16 and over 15 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	70	96
17 and over 16 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	75	96
18 and over 17 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	75	96
19 and over 18 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	80	96
20 and over 19 miles.....	60	65	1 60	90	4½	7	45	61	1 13	45	80	96

DISTANCES.	Chicken Coops and Bread Baskets, empty.	Egg Crates, empty.	Calf Crates.	Beer Crates.
20 miles and under.....	10 cents each.	5 cents each.	15 cents each.	15 cents each.

LIVE STOCK, CARLOADS.

DISTANCES.	IN CENTS PER 100 POUNDS.			
	Minimum charge on C. L. shipments, \$5.00 per car.			
	Horses and Mules.	Cattle.	Hogs.	Sheep.
5 miles and under.....	6	4	4	4
10 and over 5 miles.....	7	5	5	5
15 and over 10 miles.....	8	6	6	7
20 and over 15 miles.....	9	7	7	7½

Governed by the following carload minimum weights:
Horses and Mules when not exceeding twenty (20) head.....20,000 pounds.
For each Horse, Mule, Pony, or Colt, in same car, in excess of 20 animals, 1,000
pounds additional.
Cattle.....20,000 pounds.
Cattle and Calves, partially double-decked.....22,000 pounds.
Cattle and Sheep, partially double-decked.....22,000 pounds.
Hogs:
Single deck.....16,000 pounds.
Double-deck.....22,000 pounds.
Sheep or Calves:
Single deck.....14,000 pounds.
Double-deck.....18,000 pounds.
Shipments (except Horses and Mules) to be weighed and actual weight charged for subject to min-
imum weights named above.

NELSON AND ALBEMARLE RAILWAY CO.—COMMODITY RATES—
CONTINUED.

SOAPSTONE.

DISTANCES.	Soapstone, in blocks rough, (when for manufacture and shipment via N. & A. Ry.).	Soapstone, milled, knocked down and in slabs, between industries on N. & A. Ry. when for re-shipment via N. & A. Ry. C. L. minimum weight 40,000 pounds.	Soapstone, manufactured and in slabs, any quantity.	Soapstone, block, any quantity.
	Per standard block.	Per car.	Per 100 pounds.	Per 100 pounds.
20 miles and under.	\$1 00	\$3 00	7 cents.	5 cents.

CHESTNUT WOOD AND PULP WOOD (PINE AND POPLAR), CARLOADS.

Carload minima:	
In cars of inside or platform measurement—	Minimum.
34 feet or less in length.....	11 cords.
36 feet and over 34 feet in length.....	12 cords.
38 feet and over 36 feet in length.....	13 cords.
Over 38 feet in length.....	14 cords.

DISTANCES.	Rates per cord of 128 cubic feet.
2 miles and under.....	36½ cents.
20 and over 2 miles.....	54½ cents.

WOOD, FIRE, IN FOUR AND EIGHT FOOT LENGTHS, WHEN ON FLAT CARS, CARLOAD MINIMUM 10 CORDS.

DISTANCES.	Rate per cord of 128 cubic feet.
5 miles and under.....	50 cents.
20 and over 5 miles.....	54½ cents.

NEW RIVER, HOLSTON AND WESTERN RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Rates in cents per one hundred pounds.												Per bbl.	Per 100 lbs.		Per 2240 lbs.	Per Car 20,000 lbs. Excess in proportion.				
														J	K		L	M	N	O	P
	1	2	3	4	5	6	A	B	C	D	E	H										F
5 miles and under	18	16	14	12	11	10	9	10	9	8	12	16	18	10	3	50	75	7 00	10 00	6 00	
10 miles and over 5 miles	20	18	16	14	12	10	10	11	9	8	14	18	18	11	4	60	80	10 00	10 00	6 00	
15 miles and over 10 miles	24	21	18	15	13	11	11	12	10	9	15	20	20	12	4½	65	90	14 00	13 00	8 00	
20 miles and over 15 miles	27	23	19	16	13	11	11	13	10	9	17	22	20	13	5	65	100	18 00	16 00	10 00	
25 miles and over 20 miles	28	25	21	18	15	13	12	14	12	10	19	23	24	14	5½	70	110	22 00	19 00	11 00	
30 miles and over 25 miles	31	27	23	19	16	14	12	14½	13	11	21	24	25	15	6	70	120	24 00	22 00	12 00	
35 miles and over 30 miles	33	29	25	21	17	14	13	15	14	12	23	26	28	16	6½	75	130	25 00	24 00	13 00	
40 miles and over 35 miles	36	31	26	22	18	15	14	15½	14½	13	24	27	29	17	7	80	140	26 00	25 00	14 00	
45 miles and over 40 miles	38	33	28	23	19	15	15	16	15	14	25	28	30	18	7½	85	145	27 00	26 00	15 00	
50 miles and over 45 miles	41	35	30	25	20	15	16	17	16	15	26	30	31	19	8	90	150	28 00	27 00	16 00	

Governed by Virginia Classification.

HIGH EXPLOSIVES AND COMMON BLACK POWDER.

Carloads 20,000 pounds minimum.....First-class rates.
Less than carloads.....Double first-class rates.
Minimum charge for any shipment.....\$2.00

When shipments are offered for points off the line of this road, agents at point of origin must refuse to receive same until through rates and instructions are obtained from the proper traffic officer.
Rates on High Explosives and Common Black Powder named herein are applicable in connection, and in compliance with the regulations fixed by the Virginia State Corporation Commission.

NEW RIVER, HOLSTON AND WESTERN RAILROAD COMPANY—CONTINUED.

COMMODITY RATES.

DISTANCES.	Apples and Vegetables.		C. L.	C. L.	Bark, C. L., 20,000 pounds minimum.	Brick (all kinds), Clay, Coke, Stone, Sand, Blag, Ore, Pig Iron, C. L., 30,000 pounds minimum.	Coal all kinds, C. L., 60,000 pounds minimum.	Fertilizer, Ashes, Bones, Bone-Dust, Lime, ground, Land Plaster, C. L., 30,000 pounds minimum.	Hay, Straw and Fodder, pressed in bales, C. L., 20,000 pounds minimum.	Ice, C. L., 24,000 pounds minimum.	Live Stock, C. L., 20,000 pounds minimum.	Lumber and Articles taking same rates (see Note 1 below), C. L., 34,000 lbs. minimum.	Rails, steel, C. L., 30,000 pounds minimum.	Salt, C. L., 24,000 pounds minimum.	Wood, extract and pulp, C. L., (see Note 2 below).	Wood, fire, Coke Slabs, Slabs, Mine Props, C. L., minimum in Note 2 below.	Wood, fire, Coke Slabs, Slabs, Mine Props, C. L., minimum in Note 2 below.
	L. C. L.	Per 100 pounds.															
5 miles and under	7	24	60	24	25	70	110	100	10	24	64	8	30	42	30	45	45
10 miles and over 5 miles.	8	34	70	34	35	70	110	100	10	24	64	8	30	42	30	45	45
15 miles and over 10 miles.	9	34	85	34	45	80	110	100	10	24	64	8	30	42	30	45	45
20 miles and over 15 miles.	10	44	100	44	55	90	110	100	10	24	64	8	30	42	30	45	45
25 miles and over 20 miles.	11	44	110	44	60	100	110	100	10	24	64	8	30	42	30	45	45
30 miles and over 25 miles.	12	54	120	54	70	110	110	100	10	24	64	8	30	42	30	45	45
35 miles and over 30 miles.	13	54	135	54	80	120	110	100	10	24	64	8	30	42	30	45	45
40 miles and over 35 miles.	14	64	150	64	90	130	110	100	10	24	64	8	30	42	30	45	45
45 miles and over 40 miles.	15	64	135	64	100	140	110	100	10	24	64	8	30	42	30	45	45
50 miles and over 45 miles.	15	64	140	64	110	145	110	100	10	24	64	8	30	42	30	45	45

NOTE 1.—Articles taking Lumber rates, carload:

Barrel Shooks,
Bevel Siding,
Billets,
Box Shooks,
Box Stuff,
Casing,
Cooperage Stock,
Drop Siding,
Felloes, sawed or bent, in the rough,
Felloe Timber, in the rough,
Heading,
Heading Bolts,
Hoop Poles,
Hoop Poles,
Hop Poles,
Laths,
Logs,
Moulding,
Pickets, wooden,
Picture Backing,
Piles,
Posts,
Pump Tubing,
Rods, wooden sucker.

Spoke Timber, in the rough,
Shingles,
Shooks,
Stave Bolts,
Staves and Headings.

rough and in the white, not

FREIGHT TARIFF.

NEW RIVER, HOLSTON AND WESTERN RAILROAD COMPANY— COMMODITY RATES—CONTINUED.

NOTE 2.—Carload Minima for Firewood, Coke Slabs, Mine Props, Extract Wood and Pulp Wood:

Cars of 60,000 pounds capacity and under	12 cords.
Cars of 70,000 pounds capacity	13 cords.
Cars of 80,000 pounds capacity	14 cords.
Cars of 90,000 pounds capacity	15 cords.
Cars of 100,000 pounds capacity	16 cords.

RULES FOR HANDLING LIVE STOCK.

1. This company will not receive for transportation, Live Stock, in mixed carloads, without separation by strong partition, to be erected at the expense and risk of the shipper, under the direction of the Agent, and without damage to or alteration of the design of car.

2. Carloads of Live Stock, except as specifically stated in Paragraph 3, below, will be accepted in single deck cars only.

3. Only Sheep, Goats, Hogs or Calves (and only Calves small enough to stand erect in either deck free from contact with framing above), may be loaded in both decks of double deck cars. In loading mixed carloads of these animals, the Hogs must be kept separate from the other animals by loading on different deck. Partitions will not be allowed in double deck cars.

4. Bulls, when accompanying mixed cars of Cattle, must be securely tied with a rope not less than $\frac{5}{8}$ inch in diameter.

5. Shippers must carefully examine all cars furnished for the transportation of Live Stock, and particular care must be exercised to see that the inside of the car is free from protruding nails or spikes and that the body, floor, and doors, are in proper condition for the safe transportation of the consignment, in accordance with the provisions of the Uniform Live Stock Contract.

6. In loading sheep or lambs one hundred and twenty to a deck is considered a full load, but in order that no hardship may be worked on a shipper by leaving three, four or a half-dozen lambs or sheep at a station behind the individual shipment, agents are authorized to accept sheep or lambs loaded in excess of one hundred and twenty per deck, but not exceeding one hundred and thirty per deck in any case. Where more than one hundred and twenty sheep or lambs are loaded to a deck the agent will, in every case, call the shipper's attention to these regulations, and after doing so place notation on Live Stock Contract, as well as the revenue way-bill, as follows: "Animals Overcrowded by Shipper—Agent's protest disregarded."

This regulation is adopted solely for the purpose of preventing the crowding of animals into cars so as to cause suffering, injury and loss of life to the animals, and has no connection with the tariff minimum weight. It is the desire of the Railway Company that shipper fully load cars; but Live Stock must not be crowded to such an extent as may result in cruelty, suffering and injury to the animals thereby causing a violation of the law.

7. There are only a limited number of double-decked cars, and they cannot always be supplied when wanted by shippers. In such cases shippers may use single-deck cars, or put in "decking" at their own risk and expense.

8. Live Stock will only be taken at the released rates fixed in this tariff when the Company's form of Live Stock Contract for the shipment has been executed by the shipper and Station Agent at the point from which shipped. If shippers decline to execute the Live Stock Contract and release, the current first-class rate must be charged, and value limited to \$1,200 per car.

9. In compliance with United States and State Statutes, in matter of care of Live Stock in transit, the date and hour of loading Live Stock must be noted by agents on contract or bills of lading, and on manifest; and whenever the time involved in transportation exceeds that fixed by law as the maximum interval between feeding and watering, viz.: 28 consecutive hours, note "the right to feed and water the stock, in conformity with law, at owner's expense, is reserved by the Company," if this duty remains unperformed by the attendant, or if said stock is unaccompanied by attendant.

10. One attendant is entitled to free passage with each car of Live Stock on the New River, Holston and Western Railroad.

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS AND COMMODITY RATES.

MILES.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		Carloads. Rates per ton of 2,000 lbs. (see Special Classification Table A)
	J	K	L	M	N	O	
1 to 4.....	7	5	70	75	12 00	10 00	15
5 to 9.....	9	7	70	75	16 00	14 00	15
10 to 14.....	11	7	75	80	16 00	14 00	15
15 to 19.....	12	8	80	85	18 00	16 00	10
20 to 24.....	13	9	85	90	20 00	18 00	10
25 to 29.....	14	10	90	95	22 00	20 00	15
30 to 34.....	15	10	95	1 05	22 00	20 00	15
35 to 39.....	16	11	1 00	1 10	26 00	22 00	10
40 to 44.....	16	11	1 05	1 15	28 00	22 00	15
45 to 49.....	17	11	1 10	1 20	28 00	22 00	10
50 to 54.....	18	11	1 15	1 25	28 00	22 00	15
55 to 59.....	18	11	1 20	1 30	28 00	22 00	10
60 to 64.....	18	11	1 25	1 35	28 00	22 00	10
65 to 69.....	18	11	1 25	1 40	28 00	22 00	15
70 to 74.....	18	11	1 30	1 45	28 00	22 00	10
75 to 79.....	18	11	1 30	1 50	28 00	22 00	15
80 to 84.....	18	11	1 35	1 50	28 00	22 00	15
85 to 89.....	18	11	1 35	1 55	28 00	22 00	10
90 to 94.....	18	11	1 45	1 65	28 00	22 00	15

Governed by Virginia Classification with Exception Sheet No. 5 thereto.

SPECIAL CLASSIFICATION.

To Apply in connection with Classes AA, BB and CC shown above.

ARTICLES	CLASS	ARTICLES	CLASS
Brick, common.....	BB	Lumber and articles taking lumber rates—Continued.	
Cord Wood (for fuel).....	CC	Lumber.....	AA
Fertilizers.....	AA	Pickets.....	
Lumber and articles taking lumber rates, viz:		Rim Wood.....	
Bark.....		Shingles.....	
Cross-arms.....		Shingle Bolts.....	
Fence Posts.....		Spoke Billets, rough.....	
Fence Rails.....		Spoke Timber, rough.....	
Heading.....	AA	Staves.....	
Handle Wood.....		Stave Bolts.....	
Hoop Poles.....		Timber, except gum.....	
Laths.....		Pulp Wood.....	CC
Logs, except gum.....		Shells, oyster and clam.....	CC

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY.—
CONTINUED.

GUM TIMBER AND LOGS, CARLOAD, MINIMUM WEIGHT 50,000
POUNDS.

DISTANCES.	Rate per 2,000 lbs.
1 to 15 miles.....	\$ 55
16 to 22 miles.....	60
23 to 30 miles.....	65
31 to 39 miles.....	70
40 to 47 miles.....	75
48 to 51 miles.....	80
52 to 58 miles.....	85
59 to 65 miles.....	90
66 to 72 miles.....	95
73 to 77 miles.....	1 00
78 to 87 miles.....	1 05
88 to 91 miles.....	1 10
92 to 95 miles.....	1 15

LIMESTONE, GROUND, CARLOAD, MINIMUM
WEIGHT 60,000 POUNDS.

DISTANCES.	Rate per ton of 2,000 pounds.
30 miles and under.....	\$ 30
40 and over 30 miles.....	35
50 and over 40 miles.....	40
60 and over 50 miles.....	45
70 and over 60 miles.....	47
80 and over 70 miles.....	50
90 and over 80 miles.....	54
95 and over 90 miles.....	60

NORFOLK SOUTHERN RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

MILES.	Per 100 pounds.											Per bbl.	Per 100 lbs.			Per ton 2,000 lbs.		Per car 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E		F	H	J	K	L	M	N	O	P
Under 5 miles.....	12	10	8	6	5	4	4	4	4	4	5	8	5	6	4	40	75	9 00	8 00	5 00
5 and under 10 miles...	15	12	10	8	6	5	5	5	5	5	6	10	6	8	5	50	85	9 00	8 00	5 00
10 and under 15 miles...	20	15	12	10	8	7	7	7	7	8	8	12	8	10	6	60	95	10 00	9 00	5 50
15 and under 20 miles...	25	20	15	12	10	8	8	8	7	7	10	14	10	12	7	70	1 00	11 00	10 00	6 00
20 and under 30 miles...	30	25	20	15	12	10	10	10	8	8	12	16	12	15	8	75	1 10	13 00	11 00	7 00
30 and under 50 miles...	35	30	25	20	15	12	12	12	9	9	15	18	15	20	9	80	1 35	18 00	14 00	10 00
50 and under 70 miles...	38	33	28	23	17	14	14	14	10	10	17	20	17	23	10	1 00	1 55	17 00	17 00	10 00

Governed by Virginia Classification with Exception Sheet No. 6 thereto.

COMMODITY RATES.

MILES.	Brick, common, C. L. min. 10,000 brick, per 1,000 brick.	Cotton, in bales, per 100 pounds.	Cotton Seed and Cotton Seed Hulls, per 2,000 pounds.	Fertilizers, C. L. minimum 20,000 lbs., per ton 2,000 lbs.	Household Goods, released, value limited to \$5.00 per 100 pounds, per car of 20,000 pounds.	Live Stock, Horses, Cattle, etc., C. L. minimum weight 20,000 lbs. per car.	Logs, mill, pine, cypress, poplar, and gum, C. L. minimum standard flat cars, 4,000 feet; log cars, 2,000 feet; per 1,000 feet.	Lumber, Telegraph Poles, Cross Arms, Laths, Last Blocks, Holly and Box	Molasses, in barrels or hogheads, per 100 pounds.	Oil, coal, per barrel.	Salt, C. L. minimum 20,000 pounds, per 2,000 pounds.	Wood, fire, C. L. loaded and unloaded by shipper, ten cords minimum, per cord.
Under 5 miles.....	90	9	60	40	5 00	5 00	1 25	40	4	20	40	50
5 and under 10 miles...	90	9	60	50	6 00	6 00	1 25	50	4	25	50	60
10 and under 15 miles...	1 00	9	70	60	7 50	7 50	1 50	60	5	30	60	70
15 and under 20 miles...	1 10	11	80	75	10 00	10 00	1 75	70	5½	35	75	75
20 and under 30 miles...	1 15	14	90	80	12 50	12 50	1 85	75	6½	40	80	80
30 and under 50 miles	1 40	17	95	1 00	16 00	16 00	2 10	80	8	42	1 00	90
50 and under 70 miles	1 60	21	1 10	1 10	17 50	20 00	2 50	1 00	10	45	1 10	1 00

*On less than carload shipments, rates to be made 20 per cent higher than above.

GROUND LIMESTONE, FOR ACID SOIL TREATMENT,
CARLOAD, MINIMUM WEIGHT 60,000 POUNDS.

DISTANCES.	Rates per ton of 2,000 pounds.
30 miles and under.....	\$ 30
40 and over 30 miles.....	35
50 and over 40 miles.....	40

NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY.—
CONTINUED.

GUM TIMBER AND LOGS, CARLOAD, MINIMUM WEIGHT 50,000
POUNDS.

DISTANCES.	Rate per 2,000 lbs.
1 to 15 miles.....	\$ 55
16 to 22 miles.....	60
23 to 30 miles.....	65
31 to 39 miles.....	70
40 to 47 miles.....	75
48 to 51 miles.....	80
52 to 58 miles.....	85
59 to 65 miles.....	90
66 to 72 miles.....	95
73 to 77 miles.....	1 00
78 to 87 miles.....	1 05
88 to 91 miles.....	1 10
92 to 95 miles.....	1 15

LIMESTONE, GROUND, CARLOAD, MINIMUM
WEIGHT 60,000 POUNDS.

DISTANCES.	Rate per ton of 2,000 pounds.
30 miles and under.....	\$ 30
40 and over 30 miles.....	35
50 and over 40 miles.....	40
60 and over 50 miles.....	45
70 and over 60 miles.....	47
80 and over 70 miles.....	50
90 and over 80 miles.....	54
95 and over 90 miles.....	60

NORFOLK SOUTHERN RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

Governed by Virginia Classification with Exception Sheet No. 6 thereto.

COMMODITY RATES.

MILES.																										
	Brick, common, C. L. min. 10,000 brick, per 1,000 brick.		Cotton, in bales, per 100 pounds.		Cotton Seed and Cotton Seed Hulls, per 2,000 pounds.		†Fertilizers, C. L. minimum 20,000 lbs., per ton 2,000 lbs.		Household Goods, released, value limited to \$5.00 per 100 pounds, per car of 20,000 pounds.		Live Stock, Horses, Cattle, etc., C. L. minimum weight 20,000 lbs. per car.		Logs, mill, pine, cypress, poplar, and gum, C. L. minimum standard flat cars, 4,000 feet; log cars, 2,000 feet; per 1,000 feet.		Lumber, Telegraph Poles, Cross Arms, Laths, Last Blocks, Holly Box		Material, etc, C. L. minimum 30,000 lbs., per 2,000 lbs.		Molasses, in barrels or hogheads, per 100 pounds.		Oil, coal, per barrel.		Salt, C. L. minimum 20,000 pounds, per 2,000 pounds.		Wood, fire, C. L., loaded and unloaded by shipper, ten cords minimum, per cord.	
Under 5 miles.	90	9	60	40	5 00	5 00	1 25	40	4	20	40	50														
5 and under 10 miles.	90	9	60	50	6 00	6 00	1 25	50	4	25	50	60														
10 and under 15 miles.	1 00	9	70	60	7 50	7 50	1 50	60	5	30	60	70														
15 and under 20 miles.	1 10	11	80	75	10 00	10 00	1 75	70	5½	36	75	75														
20 and under 30 miles.	1 15	14	90	80	12 50	12 50	1 85	75	6¾	40	80	80														
30 and under 50 miles.	1 40	17	95	1 00	16 00	16 00	2 10	80	8	42	1 00	90														
50 and under 70 miles.	1 60	21	1 10	1 10	17 50	20 00	2 50	1 00	10	45	1 10	1 00														

*On less than carload shipments, rates to be made 20 per cent. higher than above.

GROUND LIMESTONE, FOR ACID SOIL TREATMENT,
CARLOAD, MINIMUM WEIGHT 60,000 POUNDS.

DISTANCES.	Rates per ton of 2,000 pounds.
30 miles and under.	\$ 30
40 and over 30 miles.	35
50 and over 40 miles.	40

NORFOLK AND WESTERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Per 100 pounds.				Per bbl.		Per 100 lbs.		Per ton 2,000 lbs.		Per ton 2,240 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	H	F	G	K	L	M	N	O	P		
5 miles and under ...	12	10	8	7	7	12	7	5	1 00	1 00	12 00	10 00	10 00		
10 and over 5 miles...	16	12	10	8	8	14	8	6	1 20	1 20	14 00	12 00	12 00		
20 and over 10 miles...	20	15	12	10	10	16	10	7	1 40	1 40	16 00	14 00	14 00		
30 and over 20 miles...	24	18	15	13	13	18	13	8	1 60	1 60	18 00	16 00	16 00		
40 and over 30 miles...	28	22	18	14	14	20	14	9	1 80	1 80	20 00	18 00	18 00		
50 and over 40 miles...	32	26	20	16	15	22	15	10	2 00	2 00	22 00	20 00	20 00		
60 and over 50 miles...	34	28	22	18	16	24	16	11	2 20	2 20	24 00	22 00	22 00		
70 and over 60 miles...	36	30	24	19	17	26	17	11	2 20	2 20	26 00	22 00	22 00		
80 and over 70 miles...	38	32	26	21	18	28	18	12	2 40	2 40	28 00	24 00	24 00		
90 and over 80 miles...	40	34	28	22	19	30	19	12	2 40	2 40	30 00	24 00	24 00		
100 and over 90 miles...	42	36	29	23	20	32	20	13	2 60	2 60	32 00	26 00	26 00		
110 and over 100 miles...	44	38	31	25	21	32	21	13	2 60	2 60	32 00	26 00	26 00		
120 and over 110 miles...	46	38	32	26	22	34	22	14	2 80	2 80	34 00	28 00	28 00		
130 and over 120 miles...	47	40	33	26	23	34	23	14	2 80	2 80	34 00	28 00	28 00		
140 and over 130 miles...	48	41	33	26	23	36	23	14	2 80	2 80	36 00	28 00	28 00		
150 and over 140 miles...	49	42	33	26	23	36	23	14	2 80	2 80	36 00	28 00	28 00		
160 and over 150 miles...	49	42	33	26	23	36	23	14	2 80	2 80	36 00	28 00	28 00		
170 and over 160 miles...	50	43	34	27	24	38	24	15	3 00	3 00	38 00	30 00	30 00		
180 and over 170 miles...	50	43	34	27	24	38	24	15	3 00	3 00	38 00	30 00	30 00		
190 and over 180 miles...	51	43	34	27	24	38	24	15	3 00	3 00	38 00	30 00	30 00		
200 and over 190 miles...	51	44	35	28	24	38	24	15	3 00	3 00	38 00	30 00	30 00		
210 and over 200 miles...	52	44	35	28	24	38	24	15	3 00	3 00	38 00	30 00	30 00		
220 and over 210 miles...	53	45	36	29	25	40	25	16	3 20	3 20	40 00	32 00	32 00		
230 and over 220 miles...	54	46	36	29	25	40	25	16	3 20	3 20	40 00	32 00	32 00		
240 and over 230 miles...	55	46	37	30	26	42	26	17	3 40	3 40	42 00	34 00	34 00		
250 and over 240 miles...	57	47	37	30	26	42	26	17	3 40	3 40	42 00	34 00	34 00		
260 and over 250 miles...	58	48	38	30	27	44	27	18	3 60	3 60	44 00	36 00	36 00		
270 and over 260 miles...	59	49	38	30	27	44	27	18	3 60	3 60	44 00	36 00	36 00		
280 and over 270 miles...	60	50	39	31	28	46	28	19	3 80	3 80	46 00	38 00	38 00		
290 and over 280 miles...	61	50	39	31	28	46	28	19	3 80	3 80	46 00	38 00	38 00		
300 and over 290 miles...	62	51	40	32	29	48	29	20	4 00	4 00	48 00	40 00	40 00		
310 and over 300 miles...	64	52	40	32	30	50	30	20	4 00	4 00	50 00	40 00	40 00		
320 and over 310 miles...	65	53	41	33	30	50	30	21	4 20	4 20	50 00	42 00	42 00		
330 and over 320 miles...	66	54	41	33	31	52	31	21	4 20	4 20	52 00	42 00	42 00		
340 and over 330 miles...	67	54	42	34	31	52	31	22	4 40	4 40	52 00	44 00	44 00		
350 and over 340 miles...	68	55	42	34	32	54	32	22	4 40	4 40	54 00	44 00	44 00		
360 and over 350 miles...	69	56	43	34	32	54	32	23	4 60	4 60	54 00	46 00	46 00		
370 and over 360 miles...	70	57	43	34	33	56	33	23	4 60	4 60	56 00	46 00	46 00		
380 and over 370 miles...	72	58	44	35	34	58	34	24	4 80	4 80	58 00	48 00	48 00		
390 and over 380 miles...	73	58	44	35	34	58	34	24	4 80	4 80	58 00	48 00	48 00		
400 and over 390 miles...	74	59	45	36	34	58	34	25	5 00	5 00	58 00	50 00	50 00		
Over 400 miles...	75	60	45	36	35	60	35	25	5 00	5 00	60 00	50 00	50 00		

Governed by Virginia Classification with Exception Sheet No. 4 thereto.

COMMODITY RATES.

List of Articles taking rates shown in Commodity Rate Table No. 1.

[illegible]

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

List of Articles taking rates shown in Commodity Rate Table No. 1—Continued.

ARTICLES	Groups	ARTICLES	Groups
Iron and Steel Articles as per list below	MM OO NN OO		NN NN OO
Iron, pig. C. L., 25 gross tons, minimum, unless marked but in no case less	PP CC DD		FF NN QQ
No. 4.	JJ NN QQ FF NN		FF FF EE
at; see Commodity			RR
No. 6.			HH FF FF
ties (see also Com-			MM OO FF FF FF
9). C. L., 34,000			KK
kory ..			
Staves, oak, round.			
Ties (cross), oak, hemlock and spruce			
Barrel Shooks,			
Bullets, except oak, hemlock,			
spruce and hickory,			
Box Shooks,			
Box Stuff,			
Cooperage Stock,			
Heading, Bolts,			
Hoop Poles,			
Hop Poles,			
Lathe,			
Piles,			
Posts,			
Pump Tubing,			
Saw Dust,			
Slabs,			
Spoke Timber in the			
rough,			
Shingles,			
Shooks,			
Stave Bolts,			
Staves (except oak, loose),			
Telegraph Cross Arms,			
Telegraph Poles,			
Ties (cross), except oak,			
hemlock and spruce,			
Timber,			
Wooden Paving Blocks,			
business and logs (manufacture rates); see Commodity			

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Iron and Steel Articles on which Rates as per Groups "C C" and
"D D" apply.

Minimum carload weight 36,000 pounds, except where otherwise shown in
Notes F, G, H, and I below.

Angle.	Chain Iron (not iron chain), in coils, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Annealing Boxes, tops and bottoms, cast iron or steel, in the rough, C. L.	Chain or Chain Cable, made of $\frac{3}{4}$ inch iron or over, loose.
Annealing Pots (iron or steel), C. L.	Chain or Chain Cable, in packages.
Arch Bars.	Chain or Chain Cable, loose, C. L.
Arches, floor, corrugated, in sections, nested.	Chain or Link Belting (iron or steel) in barrels.
Axe Polls, in the rough.	Chain or Link Belting, when shipped in bundles, wired together, weighing 15 pounds or more, C. L.
Axles, new.	Chairs, railroad.
Axles, car, old, carloads, per gross ton 2,240 pounds same as 2,000 pounds (Note F.)	Channels.
Band.	Cinder, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Bar (Note A).	Columns.
Beams.	Conduit Pipe, wrought iron.
Billets, N. O. S.	Corner Irons, car.
*Billets, L. C. L.	Cotton Ties.
*Billets, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Cotton Tie Buckles, in barrels or boxes, L. C. L.
Black Plate.	Cotton Tie Buckles, C. L.
Blooms, N. O. S.	Crop Ends, in packages, L. C. L.
*Blooms, L. C. L.	Crop Ends, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
*Blooms, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Culverts, cast or wrought.
Boiler.	Culverts, corrugated or plain, knocked down; nested.
Boiler Flues, welded.	Drawbars.
Bolts, bridge or barge, 12 inches or over in length, loose.	Drawheads.
Bolts, in boxes, kegs, or in bulk in gunny bags.	Ferro-Manganese, L. C. L.
Bolts, lag, in boxes, kegs, or in bulk in gunny bags.	Ferro-Manganese, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Boring, iron or steel, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Ferro Silicon, L. C. L.
Box Straps, in packages.	Ferro Silicon, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Brake Beams.	Fish Plates, railroad.
Brake Jaws, wrought iron.	Fittings, pipe—(Note B).
Brake Shafts or Rods.	Railway car (or parts) N. O. S., stamped, pressed or forged; not put together, fitted, painted, japanned, bronzed, coppered, acid-coppered, plated, tinned or galvanized: In boxes, barrels, or in bulk in gunny bags; Loose, each weighing 15 pounds or over; securely wired together in bundles, weighing 15 pounds or over per bundle (Note B).
Brake Shoes.	Flumes, corrugated or plain, knocked down; nested.
Brick Bonds or Wall Ties, in boxes or barrels.	Forgings, same as Castings.
Bridge.	Frogs, railroad.
Bumpers.	Frog Fillers.
Car Bolsters.	Galvanizing Pots and Pans (iron or steel), C. L.
Car Bolster Bearings, in packages.	Girders.
Car Bolster Caps.	Grate Bars.
Car Couplers.	Hay Bands, in bundles.
Car Couplers Knuckles.	Hoop.
Car Sides, Ends, Floors and Carlines (car roof supports), pressed steel.	Hoops, wire, in bundles.
Car Sills (pressed steel), riveted together in underframes.	Horse, Mule or Ox Shoes, in boxes or kegs, actual weight.
Car Stakes, pressed steel.	Ingot Moulds (Note G).
Car Stakes (tubular steel).	Ingots, L. C. L.
Car Truck Frames.	Ingots, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Car Wheel Tires (iron or steel).	Journal Boxes and Covers, car.
Castings, C. L. (Note B).	Leaded Sheet Iron or Steel.
Castings, each weighing 15 pounds or over L. C. L. (Note B).	Links and Pins.
Castings, securely wired together, in bundles weighing 15 pounds or over, per bundle L. C. L. (Note B).	Locomotive Wheels and Tires.
Castings, in barrels or boxes, L. C. L. (Note B).	
Castings, in bulk in gunny bags, L. C. L. (Note B).	
Castings, malleable, same as Castings.	
Castings, stove, in barrels, boxes, or in bulk in gunny bags (Note C).	
Cattle Guards.	
Center Plates, car.	
Chain Iron (not iron chain), in coils, L. C. L.	

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Iron and Steel Articles on which Rates as per Groups "C C" and
"D D" Apply.—Continued.

Minimum carload weight 36,000 pounds, except where otherwise shown in
Notes F, G, H, and I, below.

Locks, car coupler.	†Slabs, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Muck or Puddle Bars, L. C. L.	Slot Rails, old; same as Rails, old.
Muck or Puddle Bars, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Spiegel Iron or Spiegeleisen, L. C. L.
Nail Plates.	Spiegel Iron or Spiegeleisen, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Nails, in bulk in gunny bags.	Spikes, in boxes or kegs, actual weight.
Nails, in boxes or kegs, actual weight.	Spikes, harrow (or Teeth straight), in boxes, barrels, or in bulk in gunny bags.
Nails, horseshoe or finishing, in boxes.	Splices, railroad.
Nuts, in boxes, kegs, or in bulk in gunny bags.	Spring Plates, car.
Nut Locks, in packages.	Stake Pockets, car.
Pig Iron, L. C. L.	Staples, in boxes or kegs, L. C. L.
Piling, steel.	Staples, in boxes, kegs, or in bulk in gunny bags, C. L.
Pipe, cast, plain or porcelain lined (Note I).	Switches, Switch Points and Switch Stands, railroad.
Pipe, sheet-iron, cement lined, C. L.	Tack Plate.
Pipe, steel, riveted, not exceeding 4 feet in diameter, C. L.	Tank.
Pipe, wrought, not in coils.	Telegraph Poles.
Pipe Balls, in packages, L. C. L.	Telegraph Pole Steps, in boxes, kegs, or in bulk in gunny bags.
Pipe Balls, C. L.	Tie Plates, railroad.
Pipe Fittings.	Ties, railroad, L. C. L.
Plate, not including Armor Plate and Deck Plate for war vessels.	Ties, railroad, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Poles, Pole Irons and Mast Arms, electric light or railway.	Timber Dogs, C. L.
Rail Braces.	Timber Dogs, in packages, L. C. L.
Rail Joints.	Tinning Pots (iron or steel), C. L.
Rails, new or old, L. C. L.	Tin Plate Bars, L. C. L.
Rails, old, regardless of the purpose for which they are used, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Tin Plate Bars, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Railroad Crossings, iron or steel.	Tin Plate, or Terne Plate Scraps or Clippings, pressed in bales or bundles, or packed in barrels, C. L., per gross ton 2,240 pounds, same as 2,000 pounds; minimum weight 15 tons.
Rings (for protecting thread of iron pipe), in boxes, barrels or bundles, L. C. L.	Toe Calks, in boxes or kegs.
Rings (for protecting thread of iron pipe), C. L.	Trusses, roof, iron or steel.
Rivets, in boxes, kegs, or in bulk in gunny bags.	Tubing, in the rough.
Rods, tie (iron or steel).	Tubing, seamless, iron or steel.
Rods, Iron Sucker, C. L.	Turn Buckles, wrought iron truss.
Roofing.	Turnings, iron or steel, per gross ton 2,240 pounds, same as 2,000 pounds, C. L.
Sash Weights, in bundles, L. C. L.	Turn Tables.
Sash Weights, C. L.	Tuyeres.
Scale, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Washers, in boxes, kegs, or in bulk in gunny bags.
Scrap, in barrels or casks, L. C. L.	Wedges.
Scrap, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note H).	Wedges, tie plate, C. L.
Scrap Iron or Scrap Steel, L. C. L., shipped loose, when in pieces too large to be packed in barrels or casks.	Weights, elevator, in boxes or barrels, L. C. L.
Scrap Tin, C. L., per gross ton 2,240 pounds, same as 2,000 pounds; pressed in bales, minimum weight 15 tons. Loose, loaded in box, or stock cars only, minimum weight 20 tons.	Weights, elevator, loose, each weighing 15 pounds or over, L. C. L.
Shafting (not including Crank Shafts), unfinished, not key-seated or key-leaved, N. O. S.	Weights, elevator, securely wired together in bundles, weighing 15 pounds or over, per bundle, L. C. L.
Sheet, U. S. Standard Gauge No. 20 or higher (Note E).	Weights, elevator, C. L.
Sheet, corrugated.	Weights for folding beds, in crates or boxes.
Sheet, galvanized.	Wheels (car), old, loose or attached to axles, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Sheet Bars, L. C. L.	Wheels (car), new, attached to axles.
Sheet Bars, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).	Wheels (car), not attached to axles.
Shingle Bands, in bundles or barrels.	Wire, barb or fence.
Shovel Blanks.	Wire, binding, or Wire Ties.
Skelp.	Wire Box Straps, in packages.
†Slabs, L. C. L.	

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Iron and Steel Articles on which Rates as per Groups "C C" and
"D D" Apply—Continued.

Minimum carload weight 36,000 pounds, except where otherwise shown in
Notes F, G, H. and I, below.

Wire, galvanized or steel (not insulated or covered).
Wire (not coppered), in boxes, kegs, barrels, or casks (Note D).
Wire (iron or steel), coppered.
Wire Hay Bands, in bundles.
Wire Rods, in coils, unfinished, not drawn through a die, L. C. L.

Wire Rods, in coils, unfinished, not drawn through a die, C. L., per gross ton 2,240 pounds, same as 2,000 pounds (Note F).
Wire, telegraph (not coppered, insulated or covered).
Wire, in bundles or coils (not coppered, insulated or covered). (Note D.)

*The rates on Billets and Blooms will apply only upon such unfinished materials as are intended to be re-rolled, and can be transported in open cars without damage from exposure to weather, and which are covered by the following description: Billets and Blooms, the combined measurement of the width of the four sides of each being not less than fourteen (14) inches; also Billets, in less sizes than the above named, provided they are square (not round, flat, or oval), the minimum size to be not less than one and one-quarter ($1\frac{1}{4}$) inches square, and the weight of each being not less than 150 pounds.

†The rates on Slabs will apply only upon such unfinished materials as are intended to be re-rolled, and can be transported in open cars without damage from exposure to weather, and which are covered by the following description: Slabs, rough, and unfinished, the combined measurement of the width of the four sides of each being not less than fourteen (14) inches and each slab to be not less than one and one-half ($1\frac{1}{2}$) inches in thickness.

NOTE A.—Will not apply on Bars, either square, round or otherwise shaped, on which any work has been done, except that of galvanizing, drawing, grinding, hammering or rolling.

NOTE B.—Applies only on articles not otherwise specified in the Classification and Exception Sheet governing, and when shipped in the rough and not fitted, painted, japanned, bronzed, coppered, acid coppered, plated, tinned or galvanized.

NOTE C.—Applies only on articles shipped in the rough and not fitted, painted, japanned, bronzed, coppered, acid coppered, plated, tinned or galvanized.

NOTE D.—Does not include Mattress Wire, woven, in rolls, crates, or casks.

NOTE E.—Will not apply upon crystallized, decorated, enameled, japanned, marbleized, nickel-plated, or planished Sheet Iron or Steel.

NOTE F.—Articles bearing reference to Note F will be subject to minimum carload weight of 25 gross tons, except when the marked capacity of the car is less, in which case the marked capacity of the car will be the minimum weight; but in no case is the minimum weight to be less than 15 gross tons.

NOTE G.—The minimum carload weight on Ingot Moulds will be 25 net tons, except when the marked capacity of car is less, in which case the marked capacity of car will be the minimum weight; but in no case is the minimum weight to be less than 15 net tons.

NOTE H.—Articles bearing reference to Note H, will be subject to minimum carload weight of 20 gross tons.

NOTE I.—When cars are loaded wholly with pipe, 18 inches or more in diameter, 24,000 pounds minimum; when cars are loaded wholly or in part with pipe less than 18 inches in diameter, 30,000 pounds minimum.

RULES AND REGULATIONS GOVERNING ALL ARTICLES IN IRON AND STEEL LIST.

Unless otherwise specified, the rates established in connection with the Special Iron List are not to apply on the articles specified above in L. C. L. quantities, when shipped loose, weighing less than 10 pounds each, or in bundles weighing less than 10 pounds per bundle. Such shipments will be subject to rating of Classification and Exception Sheet governing.

The only articles entitled to the Special Iron List rates are those specifically mentioned above and shipped as herein provided, and such articles will not be taken at the Special Iron List rates when the same are not packed or put up for shipment as specifically provided herein.

Shippers will be required to specify in their shipping orders the number of pieces and packages in less than carload shipments of Iron and Steel Articles.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Commodity Rate Table No. 1.

DISTANCES.	Pounds.							Per ton 2,240 lbs.		Per cord 128 cu. ft.		Per 1,000 Brick.		Per ton 2,000 pounds.						
	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR								
5 miles and under....	3	3	5	6	5	3	6	14	2	80	75	50	35	25	25	60	35	25	25	
10 and over 5 miles....	3	3	5	7	5	3	6	14	2	80	80	80	35	35	35	60	35	25	25	
11 miles.....	4	4	6	8	5	3	8	1.9	3	90	85	80	38	38	38	70	38	30	30	
12 miles.....	4	4	6	8	5	3	8	2	3	90	85	90	42	42	42	70	42	30	30	
13 miles.....	4	4	6	8	5	3	8	2	3	90	85	90	46	45	46	70	45	30	30	
14 miles.....	4	4	6	8	5	3	8	2	3	90	85	90	50	45	50	70	45	30	30	
15 miles.....	4	4	6	8	5	3	8	2	3	90	85	90	54	45	54	70	45	30	30	
16 miles.....	4	4	6	8	5	3	8	2	3	90	90	90	57	50	57	70	50	30	30	
17 miles.....	4	4	6	8	5	3	8	2	3	90	90	90	■	50	60	70	50	30	30	
18 miles.....	4	4	6	8	5	3	8	2	3	90	90	90	64	50	64	70	51	30	30	
19 miles.....	4	4	6	8	5	3	8	2	3	90	90	90	68	50	68	70	54	30	30	
20 miles.....	4	4	6	8	5	3	8	2	3	90	90	90	70	50	70	70	56	30	30	
25 and over 20 miles..	5	5	7	9	5	4	10	2	3	1 00	95	1 00	75	55	75	80	60	35	35	
30 and over 25 miles..	5	5	7	9	5	4	10	2	3	1 00	1 00	1 00	85	60	1 02	80	62	35	35	
35 and over 30 miles..	5	5	8	10	5	5	11	2	3	1 10	1 05	1 20	95	65	1 14	90	91	40	40	
40 and over 35 miles..	5	5	8	10	5	5	11	2	3	1 10	1 10	1 20	1 05	70	1 26	90	1 01	40	40	
45 and over 40 miles..	6	6	8	11	6	5	12	3	3	1 15	1 15	1 40	1 15	75	1 38	■	1 10	45	45	
50 and over 45 miles..	6	6	8	11	6	5	12	3	3	1 15	1 20	1 40	1 15	75	1 31	■	1 10	45	45	
55 and over 50 miles..	6	6	9	12	6	5	13	3	4	1 20	1 25	1 60	1 25	80	1 54	■	1 20	50	50	
60 and over 55 miles..	6	6	9	12	6	5	13	3	4	1 20	1 30	1 60	1 25	80	1 54	■	1 20	50	50	
65 and over 60 miles..	7	7	9	13	6	6	14	3	5	1 25	1 30	1 70	1 35	85	1 6	■	1 30	55	55	
70 and over 65 miles..	7	7	9	13	6	6	14	3	5	1 25	1 35	1 70	1 35	85	1 6	■	1 30	55	55	
75 and over 70 miles..	7	7	10	14	6	6	15	4	5	1 30	1 35	1 80	1 45	95	1 7	■	1 39	60	60	
80 and over 75 miles..	7	7	10	14	6	6	15	4	5	1 30	1 40	1 80	1 45	95	1 7	■	1 39	60	60	
85 and over 80 miles..	8	8	10	14	7	7	16	■	5	1 35	1 40	1 90	1 55	1 00	1 8	■	1 49	65	65	
90 and over 85 miles..	8	8	10	14	7	7	16	■	5	1 35	1 40	1 90	1 55	1 00	1 8	■	1 49	65	65	
95 and over 90 miles..	8	8	11	15	8	7	17	■	6	1 40	1 40	2 00	1 65	1 05	1 9	■	1 58	70	70	
100 and over 95 miles..	8	8	11	15	8	7	17	■	6	1 40	1 40	2 00	1 65	1 05	1 9	■	1 58	70	70	
110 and over 100 miles..	9	9	11	15	9	7	18	■	6	1 45	1 50	2 10	1 70	1 10	2 0	■	1 63	75	75	
120 and over 110 miles..	9	9	12	16	9	7	19	■	6	1 50	1 50	2 20	1 75	1 15	2 1	■	1 68	75	75	
130 and over 120 miles..	10	10	12	16	9	9	20	■	7	1 55	1 50	2 30	1 80	1 20	2 1	■	1 73	80	80	
140 and over 130 miles..	10	10	13	17	10	9	21	■	7	1 60	1 50	2 40	1 85	1 25	2 2	■	1 78	80	80	
150 and over 140 miles..	11	11	13	17	11	10	22	■	7	1 65	1 50	2 50	1 90	1 30	2 2	■	1 82	85	85	
160 and over 150 miles..	11	11	14	18	11	10	23	■	8	1 70	1 60	2 55	1 95	1 35	2 3	■	1 87	85	85	
170 and over 160 miles..	12	12	14	18	11	11	24	■	8	1 75	1 60	2 60	2 00	1 40	2 4	■	1 92	90	90	
180 and over 170 miles..	12	12	15	19	11	11	25	■	8	1 80	1 60	2 65	2 06	1 45	2 4	■	1 97	90	90	
190 and over 180 miles..	12	13	15	19	12	12	26	■	9	1 85	1 60	2 70	2 10	1 50	2 5	■	2 02	95	95	
200 and over 190 miles..	13	13	15	19	12	12	27	■	9	1 85	■	2 75	2 15	1 50	2 5	■	2 06	95	95	
210 and over 200 miles..	13	14	15	19	12	12	28	■	10	1 9	■	2 85	2 20	1 50	2 6	■	2 11	1 00	1 00	
220 and over 210 miles..	13	14	16	20	12	12	29	■	10	1 9	■	2 90	2 20	1 50	2 6	■	2 11	1 00	1 00	
230 and over 220 miles..	13	14	16	20	12	12	29	■	10	1 9	■	3 00	2 30	1 50	2 76	1 05	2 21	1 05	1 05	
240 and over 230 miles..	13	14	16	20	13	13	29	■	10	1 9	■	3 10	2 40	1 50	2 88	2 00	2 30	1 05	1 05	
250 and over 240 miles..	13	14	16	20	13	13	29	■	10	2 0	■	3 20	■	1 50	3 00	2 05	2 40	1 10	1 10	
260 and over 250 miles..	13	15	16	20	13	13	30	■	10	2 0	■	3 30	2 60	1 50	3 12	2 10	2 50	1 10	1 10	
270 and over 260 miles..	13	15	16	20	13	13	30	■	10	2 0	■	3 40	2 70	1 50	3 24	2 15	2 59	1 15	1 15	
280 and over 270 miles..	13	15	16	20	13	13	30	■	11	2 0	■	3 50	2 80	1 50	3 36	2 20	2 69	1 15	1 15	
290 and over 280 miles..	13	15	16	20	13	13	30	■	11	2 1	■	3 60	2 90	1 50	3 48	2 25	2 78	1 20	1 20	
300 and over 290 miles..	13	15	16	20	14	13	30	■	11	2 1	■	3 70	2 90	1 50	3 48	2 30	2 78	1 20	1 20	
310 and over 300 miles..	14	15	16	20	14	13	30	■	11	2 1	■	3 80	3 00	1 50	3 60	2 35	2 88	1 25	1 25	
320 and over 310 miles..	14	15	16	20	14	13	30	■	12	2 1	■	3 90	3 00	1 50	3 60	2 40	2 88	1 25	1 25	
330 and over 320 miles..	14	15	16	20	14	13	■	■	12	2 2	■	4 00	3 10	1 50	3 72	2 45	2 98	1 25	1 25	
340 and over 330 miles..	14	15	16	20	14	13	30	■	12	2 2	■	4 10	3 10	1 50	3 72	2 50	2 98	1 25	1 25	
350 and over 340 miles..	14	15	16	20	14	13	30	■	13	2 2	■	4 20	3 20	1 50	3 84	2 55	3 07	1 30	1 30	

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Commodity Rate Table No. 1—Continued.

Commodity Rate Table No. 2.

COAL, CARLOAD.

Minimum weights: Anthracite Coal, 30,000 pounds; Bituminous Coal, 40,000 pounds.

RATES PER TON OF 2,000 POUNDS.

DISTANCES.	Rate	DISTANCES.	Rate
10 miles and under.....	\$.55	250 and over 240 miles.....	\$1 .95
15 and over 10 miles.....	.60	260 and over 250 miles.....	2 .00
20 and over 15 miles.....	.75	270 and over 260 miles.....	2 .00
30 and over 20 miles.....	.95	280 and over 270 miles.....	2 .05
40 and over 30 miles.....	1 .10	290 and over 280 miles.....	2 .10
50 and over 40 miles.....	1 .25	300 and over 290 miles.....	2 .10
60 and over 50 miles.....	1 .35	310 and over 300 miles.....	2 .15
70 and over 60 miles.....	1 .45	320 and over 310 miles.....	2 .15
80 and over 70 miles.....	1 .50	330 and over 320 miles.....	2 .15
90 and over 80 miles.....	1 .55	340 and over 330 miles.....	2 .15
100 and over 90 miles.....	1 .60	350 and over 340 miles.....	2 .20
110 and over 100 miles.....	1 .60	360 and over 350 miles.....	2 .20
120 and over 110 miles.....	1 .65	370 and over 360 miles.....	2 .20
130 and over 120 miles.....	1 .65	380 and over 370 miles.....	2 .20
140 and over 130 miles.....	1 .70	390 and over 380 miles.....	2 .25
150 and over 140 miles.....	1 .75	400 and over 390 miles.....	2 .25
160 and over 150 miles.....	1 .75	410 and over 400 miles.....	2 .30
170 and over 160 miles.....	1 .80	420 and over 410 miles.....	2 .30
180 and over 170 miles.....	1 .85	430 and over 420 miles.....	2 .30
190 and over 180 miles.....	1 .85	440 and over 430 miles.....	2 .35
200 and over 190 miles.....	1 .90	450 and over 440 miles.....	2 .35
210 and over 200 miles.....	1 .90	460 and over 450 miles.....	2 .40
220 and over 210 miles.....	1 .95	470 and over 460 miles.....	2 .40
230 and over 220 miles.....	1 .95	480 and over 470 miles.....	2 .45
240 and over 230 miles.....	1 .95	500 and over 480 miles.....	2 .45

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Commodity Rate Table No. 3.

COKE, CARLOAD, MINIMUM WEIGHT 30,000 POUNDS.

DISTANCES.	Rate per ton of 2,000 lbs.	DISTANCES.	Rate per ton of 2,000 lbs.
10 miles and under.....	\$ 60	260 and over 250 miles.....	\$ 2 25
15 and over 10 miles.....	65	270 and over 260 miles.....	2 25
20 and over 15 miles.....	1 05	280 and over 270 miles.....	2 30
30 and over 20 miles.....	1 20	290 and over 280 miles.....	2 35
40 and over 30 miles.....	1 30	300 and over 290 miles.....	2 35
50 and over 40 miles.....	1 40	310 and over 300 miles.....	2 40
60 and over 50 miles.....	1 50	320 and over 310 miles.....	2 40
70 and over 60 miles.....	1 60	330 and over 320 miles.....	2 40
80 and over 70 miles.....	1 70	340 and over 330 miles.....	2 40
90 and over 80 miles.....	1 75	350 and over 340 miles.....	2 45
100 and over 90 miles.....	1 80	360 and over 350 miles.....	2 45
110 and over 100 miles.....	1 80	370 and over 360 miles.....	2 45
120 and over 110 miles.....	1 85	380 and over 370 miles.....	2 45
130 and over 120 miles.....	1 85	390 and over 380 miles.....	2 50
140 and over 130 miles.....	1 90	400 and over 390 miles.....	2 50
150 and over 140 miles.....	1 95	410 and over 400 miles.....	2 60
160 and over 150 miles.....	1 95	420 and over 410 miles.....	2 60
170 and over 160 miles.....	2 00	430 and over 420 miles.....	2 60
180 and over 170 miles.....	2 05	440 and over 430 miles.....	2 65
190 and over 180 miles.....	2 05	450 and over 440 miles.....	2 65
200 and over 190 miles.....	2 10	460 and over 450 miles.....	2 70
210 and over 200 miles.....	2 10	470 and over 460 miles.....	2 70
220 and over 210 miles.....	2 15	480 and over 470 miles.....	2 75
230 and over 220 miles.....	2 15	490 and over 480 miles.....	2 75
240 and over 230 miles.....	2 20	500 and over 490 miles.....	2 75
250 and over 240 miles.....	2 20		

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Commodity Rate Table No. 4.

GRAIN AND GRAIN PRODUCTS, CARLOAD,
AND
HAY, FODDER, SHUCKS AND STRAW, CARLOAD.

DISTANCES.	Grain and Grain Products, as per Note below, carloads, minimum weight 30,000 lbs.	Hay, Fodder, Shucks and Straw, pressed in bales, carloads, minimum weight 20,000 lbs.
5 miles and under.....	3	5
10 and over 5 miles.....	4	6
20 and over 10 miles.....	4½	7
30 and over 20 miles.....	5	8
40 and over 30 miles.....	5½	8½
50 and over 40 miles.....	6	9
60 and over 50 miles.....	6½	9½
70 and over 60 miles.....	7	10
80 and over 70 miles.....	7½	10½
90 and over 80 miles.....	8	11
100 and over 90 miles.....	8½	11½
110 and over 100 miles.....	9	12
120 and over 110 miles.....	9½	12½
130 and over 120 miles.....	10	13
140 and over 130 miles.....	10½	13½
150 and over 140 miles.....	11	14
160 and over 150 miles.....	11	14
170 and over 160 miles.....	11½	14½
180 and over 170 miles.....	11½	14½
190 and over 180 miles.....	11½	14½
200 and over 190 miles.....	11½	14½
201 miles and over.....	12	15

NOTE.—Rates on Grain and Grain Products named above will apply on the following articles, viz.:

Bran,	Hominy,	Middlings,
Brewers' Dried Grain,	Hulls, cotton seed, pressed	Mill Feed,
Flour,	in bales, or in bags, or in bulk,	Molasses Dried Grain,
Grain,	Malt,	Ship-Stuff,
Grits,	Meal, corn,	Shorts.
	Meal, cotton seed,	

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 5.

GROUND LIMESTONE, FOR ACID SOIL TREATMENT, CARLOAD,
MINIMUM WEIGHT 60,000 POUNDS.

DISTANCES	Rates per ton of 2,000 pounds.	DISTANCES.	Rates per ton of 2,000 pounds.
10 miles and under.....	30	230 and over 225 miles..	\$1 15
20 and over 10 miles..	30	235 and over 230 miles..	1 17½
30 and over 20 miles..	30	240 and over 235 miles..	1 20
40 and over 30 miles..	35	245 and over 240 miles..	1 22½
50 and over 40 miles..	40	250 and over 245 miles..	1 25
60 and over 50 miles..	45	255 and over 250 miles..	1 27½
70 and over 60 miles..	47	260 and over 255 miles..	1 30
80 and over 70 miles..	50	265 and over 260 miles..	1 32½
90 and over 80 miles..	54	270 and over 265 miles..	1 35
100 and over 90 miles..	60	275 and over 270 miles..	1 37½
110 and over 100 miles..	66	280 and over 275 miles..	1 40
120 and over 110 miles..	72	285 and over 280 miles..	1 42½
130 and over 120 miles..	78	290 and over 285 miles..	1 45
140 and over 130 miles..	85	295 and over 290 miles..	1 47½
150 and over 140 miles..	87½	300 and over 295 miles..	1 50
160 and over 150 miles..	90	310 and over 300 miles..	1 50
170 and over 160 miles..	92½	320 and over 310 miles..	1 50
180 and over 170 miles..	95	330 and over 320 miles..	1 50
190 and over 180 miles..	97½	340 and over 330 miles..	1 50
200 and over 190 miles..	\$1 00	350 and over 340 miles..	1 50
205 and over 200 miles..	1 02½	360 and over 350 miles..	1 50
210 and over 205 miles..	1 05	370 and over 360 miles..	1 60
215 and over 210 miles..	1 07½	371 miles and over.....	1 60
220 and over 215 miles..	1 10		
225 and over 220 miles..	1 12½		

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY RATES
—CONTINUED.

Commodity Rate Table No. 6.

LIVE STOCK, CARLOAD.

DISTANCES.	RATES PER CAR REGARDLESS OF WEIGHT.					
	Horses and Mules.	Cattle.	Calves and Sheep.		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
10 miles and under.....	\$16 00	\$14 00	\$ 9 80	\$12 60	\$11 20	\$15 40
20 and over 10 miles.....	20 00	16 00	11 20	14 40	12 80	17 60
30 and over 20 miles.....	22 00	18 00	12 60	16 20	14 40	19 80
40 and over 30 miles.....	24 00	20 00	14 00	18 00	16 00	22 00
50 and over 40 miles.....	26 00	22 00	15 40	19 80	17 60	24 20
60 and over 50 miles.....	28 00	24 00	16 80	21 60	19 20	26 40
70 and over 60 miles.....	30 00	26 00	18 20	23 40	20 80	28 60
80 and over 70 miles.....	32 00	27 00	18 90	24 30	21 60	29 70
90 and over 80 miles.....	34 00	28 00	19 60	25 20	22 40	30 80
100 and over 90 miles.....	36 00	29 00	20 30	26 10	23 20	31 90
110 and over 100 miles.....	38 00	30 00	21 00	27 00	24 00	33 00
120 and over 110 miles.....	40 00	31 00	21 70	27 90	24 80	34 10
130 and over 120 miles.....	42 00	32 00	22 40	28 80	25 60	35 20
140 and over 130 miles.....	43 00	33 00	23 10	29 70	26 40	36 30
150 and over 140 miles.....	44 00	34 00	23 80	30 60	27 20	37 40
160 and over 150 miles.....	45 00	35 00	24 50	31 50	28 00	38 50
170 and over 160 miles.....	46 00	36 00	25 20	32 40	28 80	39 50
180 and over 170 miles.....	47 00	37 00	25 90	33 30	29 60	40 70
190 and over 180 miles.....	48 00	38 00	26 60	34 20	30 40	41 80
200 and over 190 miles.....	48 00	38 00	26 60	34 20	30 40	41 80
210 and over 200 miles.....	50 00	40 00	28 00	36 00	32 00	44 00
220 and over 210 miles.....	51 00	41 00	28 70	36 90	32 80	45 10
230 and over 220 miles.....	52 00	42 00	29 40	37 80	33 60	46 20
240 and over 230 miles.....	54 00	44 00	30 80	39 60	35 20	48 40
250 and over 240 miles.....	56 00	46 00	32 20	41 40	36 80	50 60
260 and over 250 miles.....	58 00	48 00	33 60	43 20	38 40	52 80
261 miles and over.....	60 00	50 00	35 00	45 00	40 00	55 00

RATES ON MIXED CARLOADS OF LIVE STOCK.

Cattle and Calves in partially double-decked cars; ten per cent. higher than Cattle.
 Cattle and Sheep in partially double-deck cars (sheep to be separated from cattle by partition); 10 per cent. higher than Cattle.
 Cattle and Hogs, Sheep or Calves, in single-deck cars (hogs or sheep to be separated from cattle by partition); same as Cattle.
 Cattle and Hogs, in partially double-deck cars (hogs to be separated from cattle by partition); same as Hogs, double-deck.
 Horses and Cattle (horses to be separated from cattle by partition); same as Horses.
 Horses and Hogs or Sheep, in single-deck or partially double-deck cars (hogs or sheep to be separated from horses by partition); same as Horses.
 Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves (see Note below); same as Hogs.
NOTE:—Only Sheep, Hogs or Calves (and only Calves small enough to stand erect on either deck free from contact with framing above) may be loaded in double deck cars. In loading mixed carloads of these animals, the Hogs must be kept separate from other animals by loading on different deck. Partitions will not be allowed in double deck cars.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 7.

MANUFACTURERS' RATES ON BILLETS AND LOGS,
CARLOAD, 50,000 POUNDS MINIMUM,

Unless marked capacity of car is less, in which case the minimum weight
will be the marked capacity of car.

Applicable between stations, Lynchburg and east thereof, including
stations in the Durham District in Virginia and stations on Lynchburg Belt
Line east of Terrell's.

DISTANCES.	Rates per 100 lbs.
10 miles and under.....	2 cents
20 and over 10 miles.....	2½ "
30 and over 20 miles.....	2½ "
40 and over 30 miles.....	2½ "
50 and over 40 miles.....	3 "
60 and over 50 miles.....	3½ "
70 and over 60 miles.....	3½ "
80 and over 70 miles.....	3½ "
90 and over 80 miles.....	4 "
100 and over 90 miles.....	4½ "

The switching charges of connecting lines at junction points will not be absorbed in the rates shown
above on Billets and Logs, but will be in addition thereto, except that plants or industries located on the
Norfolk and Portsmouth Belt Line Railroad north of the main line of the Norfolk and Western Railway
will be accorded Norfolk rates.

Applicable as follows:

(a) Between stations in Virginia west of Lynchburg (including Shenandoah Division and Winston-Salem District and Lynchburg Belt Line, Terrell's and west thereof), between Lynchburg and West Virginia or North Carolina State Line.

(b) Between stations Falls Mills, Graham and on Clinch Valley Extension and branches west of Graham.

(c) Between any station
Lynchburg and east thereof, to
and including Wilson, Va., includ-
ing Dillard, Va., Durham District
in Virginia and Lynchburg Belt
Line east of Terrell's

and

Any station west of Lynchburg,
including Shenandoah Division
and Winston-Salem District, be-
tween Lynchburg and West Vir-
ginia or North Carolina State
Line; also Lynchburg Belt Line,
Terrell's and west thereof.

DISTANCES.	Rates per 100 lbs.	DISTANCES.	Rates per 100 lbs.
10 miles and under.....	2 cents	60 and over 50 miles.....	4½ cents
20 and over 10 miles.....	2½ "	70 and over 60 miles.....	4½ "
30 and over 20 miles.....	3 "	80 and over 70 miles.....	5 "
40 and over 30 miles.....	3½ "	90 and over 80 miles.....	5 "
50 and over 40 miles.....	4 "	100 and over 90 miles.....	5½ "

The switching charges of connecting lines at junction points will not be absorbed in the rates shown
above on Billets and Logs, but will be in addition thereto.

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 8.

ROUGH LUMBER,

To be dressed or manufactured into Box Shooks, Staves or Heading for
reshipment over Norfolk and Western Railway,

CARLOAD, MINIMUM WEIGHT 40,000 POUNDS.

Applicable between stations, Lynchburg and east thereof, including stations
in the Durham District in Virginia and stations on Lynchburg Belt
Line east of Terrell's.

(Subject to the Rules shown below)

DISTANCES.	Rates per 100 lbs.	DISTANCES.	Rates per 100 lbs.
10 miles and under.....	2 cents	60 and over 50 miles.....	3½ cents
20 and over 10 miles.....	2½ "	70 and over 60 miles.....	3½ "
30 and over 20 miles.....	2½ "	80 and over 70 miles.....	3½ "
40 and over 30 miles.....	2½ "	90 and over 80 miles.....	4 "
50 and over 40 miles.....	3 "	100 and over 90 miles.....	4½ "

Applicable as follows:

(a) Between stations in Virginia west of Lynchburg (including Shenandoah Division and Winston-Salem District and Lynchburg Belt Line, Terrell's and west thereof), between Lynchburg and West Virginia or North Carolina State Line.

(b) Between stations Falls Mills, Graham and on Clinch Valley Extension and branches west of Graham.

(c) Between stations on Norfolk Division, Wilson to Lynchburg inclusive, including Dillard, Va., stations in the Durham District in Virginia and stations on Lynchburg Belt Line east of Terrell's.

and

Any station west of Lynchburg, including Shenandoah Division and Winston-Salem District, between Lynchburg and West Virginia or North Carolina State Line; also Lynchburg Belt Line, Terrell's and west thereof.

(Subject to the Rules shown below).

DISTANCES.	Rates per 100 lbs.	DISTANCES.	Rates per 100 lbs.
10 miles and under.....	2½ cents	60 and over 50 miles.....	5½ cents
20 and over 10 miles.....	3 "	70 and over 60 miles.....	5½ "
30 and over 20 miles.....	3½ "	80 and over 70 miles.....	6 "
40 and over 30 miles.....	4 "	90 and over 80 miles.....	6 "
50 and over 40 miles.....	5 "	100 and over 90 miles.....	6½ "

NORFOLK AND WESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 9.

VIRGINIA PINE LUMBER, IN THE ROUGH

(will not apply on other forest products),

CARLOAD, MINIMUM WEIGHT 34,000 POUNDS.

Applicable between stations Norfolk Division, Norfolk to Lynchburg, inclu-
sive, and including stations in Durham District in Virginia.

DISTANCES.	Rates per 100 pounds.	DISTANCES.	Rates per 100 pounds.
5 miles and under.....	2½	100 and over 95 miles.....	7½
10 and over 5 miles.....	3	110 and over 100 miles.....	8
15 and over 10 miles.....	3½	120 and over 110 miles.....	8
20 and over 15 miles.....	3½	130 and over 120 miles.....	8½
25 and over 20 miles.....	4	140 and over 130 miles.....	8½
30 and over 25 miles.....	4	150 and over 140 miles.....	9
35 and over 30 miles.....	4½	160 and over 150 miles.....	9
40 and over 35 miles.....	4½	170 and over 160 miles.....	9½
45 and over 40 miles.....	5	180 and over 170 miles.....	9½
50 and over 45 miles.....	5	190 and over 180 miles.....	10
55 and over 50 miles.....	5½	200 and over 190 miles.....	10
60 and over 55 miles.....	5½	210 and over 200 miles.....	10
65 and over 60 miles.....	6	220 and over 210 miles.....	10
70 and over 65 miles.....	6	230 and over 220 miles.....	10
75 and over 70 miles.....	6½	240 and over 230 miles.....	10
80 and over 75 miles.....	6½	250 and over 240 miles.....	10
85 and over 80 miles.....	7	260 and over 250 miles.....	10½
90 and over 85 miles.....	7	270 and over 260 miles.....	11
95 and over 90 miles.....	7½	280 and over 270 miles.....	11

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY **and WASHINGTON SOUTHERN RAILWAY COMPANY.**

Freight Tariff, revised to December 31, 1913.

DISTANCES.	Per 100 pounds.					Per ton 2,000 lbs.		Per 100 pounds.		Per ton 2,000 lbs.		Per 100 pounds.	
	A	B	C	D	E	F	G	H	I	J	K	L	M
1 to 4 miles.	11	1	4	4	9	8	8	8	8	8	8	8	8
5 to 9 miles.	12	1	5	5	10	10	10	10	10	10	10	10	10
10 to 14 miles.	14	1	5	5	12	12	12	12	12	12	12	12	12
15 to 19 miles.	15	1	5	5	13	13	13	13	13	13	13	13	13
20 to 24 miles.	16	1	5	5	14	14	14	14	14	14	14	14	14
25 to 29 miles.	17	1	5	5	15	15	15	15	15	15	15	15	15
30 to 34 miles.	18	1	5	5	16	16	16	16	16	16	16	16	16
35 to 39 miles.	19	1	5	5	17	17	17	17	17	17	17	17	17
40 to 44 miles.	20	1	5	5	18	18	18	18	18	18	18	18	18
45 to 49 miles.	21	1	5	5	19	19	19	19	19	19	19	19	19
50 to 54 miles.	22	1	5	5	20	20	20	20	20	20	20	20	20
55 to 59 miles.	23	1	5	5	21	21	21	21	21	21	21	21	21
60 to 64 miles.	24	1	5	5	22	22	22	22	22	22	22	22	22
65 to 69 miles.	25	1	5	5	23	23	23	23	23	23	23	23	23
70 to 74 miles.	26	1	5	5	24	24	24	24	24	24	24	24	24
75 to 116 miles.	26	1	5	5	24	24	24	24	24	24	24	24	24

Class "M" rates will also apply per ton 2,240 pounds on articles so rated in the Virginia Classification.

Governed by Virginia
 Norfolk & Chesapeake
 with water transportation.

The following named
 Stock, Heading Butts, Ho
 (wooden), Slabs, Spoke
 phone and Trolley Poles,

d Oak Piles, between stations Fredericksburg, Va., and north thereof in competition

KING LUMBER RATES.

take these rates: Bark, Barrel Shooks, Billets, Box Shooks, Box Stuff, Coopers
 Pickets (wooden), Picture Backing, Piles (except oak), Posts, Plumbing Tubing
 Staves and Heading, Telegraph and Telephone Cross Arms, Telegraph and Tele-

FREIGHT TARIFF.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
AND WASHINGTON SOUTHERN RAILWAY COMPANY—CONTINUED.

CORD WOOD, CARLOAD.

For fuel and the manufacture of baskets, excelsior and handles.

MILES.	Carloads of 10 cords minimum, excess in proportion, per cord.
1 to 4, inclusive.....	70
5 to 14, inclusive.....	80
15 to 24, inclusive.....	90
25 to 34, inclusive.....	95
35 to 49, inclusive.....	1 00
50 to 59, inclusive.....	1 05
60 to 69, inclusive.....	1 10
70 to 79, inclusive.....	1 20
80 to 89, inclusive.....	1 30
90 to 99, inclusive.....	1 40
100 to 109, inclusive.....	1 60
110 to 116, inclusive.....	1 70

When cars containing cord wood are weighed, the number of cords will be ascertained on basis of following estimated weights:

Pine Wood.....	3,250 lbs. per cord
Oak Wood	4,250 lbs. per cord
Pine and Oak Wood, mixed.....	3,750 lbs. per cord

If not weighed, the number of cords will be determined as follows:
When practicable, ascertain cubic measurement of load and allow 128 cubic feet to the cord.
When cars are loaded to physical capacity, making it impracticable to measure the load, use the inside dimensions of the car less 15 per cent.
EXAMPLE 1.—If load measures 8 feet wide, 6 feet high and 32 feet long, the cubic measurement will be 8x6x32, or 1,536 cubic feet, which, divided by 128 cubic feet per cord, makes shipment of 12 cords.
EXAMPLE 2.—Car loaded to physical capacity, inside dimensions stenciled on car, length 32 feet, width 8 feet, height 8 feet, making inside cubic measurement 32x8x8, or 2,048 cubic feet, which, divided by 128 cubic feet per cord, makes 16 cords, and deducting 15 per cent. makes estimated load 13 1-2 cords.

SPECIAL TRAIN SERVICE.

The minimum charge on cord wood, lumber and other bulk freight, when special train service is performed, will be the tariff rate on ten (10) cars of the articles shipped for fifty (50) miles.
Special freight service will be arranged, upon application, only at the convenience of these companies.

LIMESTONE, GROUND, FOR ACID SOIL TREATMENT, CARLOAD,
MINIMUM WEIGHT 60,000 POUNDS.

Proportional rates from Richmond, Doswell and Potomac Yard to stations on Richmond, Fredericksburg and Potomac Railroad and Washington Southern Railway on shipments originating on connecting lines within the State of Virginia.

DISTANCES.	Rates per ton of 2,000 pounds.
10 miles and under.....	30 cents
20 and over 10 miles.....	30 "
30 and over 20 miles.....	30 "
40 and over 30 miles.....	35 "
50 and over 40 miles.....	40 "
60 and over 50 miles.....	45 "
70 and over 60 miles.....	47 "
80 and over 70 miles.....	50 "
90 and over 80 miles.....	54 "
100 and over 90 miles.....	60 "
110 and over 100 miles.....	66 "
113 and over 110 miles.....	72 "

SEABOARD AIR LINE RAILWAY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 lbs.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
5 miles and under.....	12	11	10	8	7	6	5	6	6	5	7	8	10	8	3½	70	70	7 00	7 00	7 00
10 and over 5 miles.....	15	13	12	10	8	7	6	7	6	5	8	10	10	8	3½	70	70	8 00	8 00	7 00
15 and over 10 miles.....	19	16	14	12	10	8	7	8	7	6	10	12	12	9	4	80	80	9 00	9 00	8 00
20 and over 15 miles.....	23	20	17	14	12	9	8	9	9	8	12	14	14	12	5	90	90	11 00	11 00	9 00
25 and over 20 miles.....	27	23	20	16	13	10	9	11	10	9	13	16	17	12	6	1 00	1 00	13 00	13 00	10 00
30 and over 25 miles.....	31	26	22	18	14	11	10	12	11	10	14	18	20	14	7	1 00	1 10	15 00	15 00	10 00
35 and over 30 miles.....	35	29	24	20	15	12	11	12	12	10	15	20	20	15	7	1 00	1 20	16 00	15 00	10 00
40 and over 35 miles.....	37	31	25	21	16	13	12	13	13	11	16	21	20	16	7½	1 00	1 30	16 00	15 00	10 00
45 and over 40 miles.....	39	33	27	22	17	14	13	14	13	12	17	22	22	17	8	1 10	1 40	19 00	16 00	11 00
50 and over 45 miles.....	41	35	29	22	18	15	14	15	14	12	18	22	24	18	9	1 20	1 50	20 00	18 00	11 00
55 and over 50 miles.....	43	37	31	23	19	16	14	16	15	13	19	23	25	19	9	1 20	1 50	20 00	18 00	11 00
60 and over 55 miles.....	45	39	33	23	20	16	15	17	15	13	20	23	25	20	9	1 30	1 60	22 00	18 00	12 00
65 and over 60 miles.....	47	41	35	25	21	17	15	18	16	14	21	25	27	20	9	1 50	1 70	26 00	19 00	15 00
70 and over 65 miles.....	49	43	37	27	22	18	16	18	16	14	22	27	28	21	10	1 60	1 80	27 00	19 00	16 00
75 and over 70 miles.....	51	45	38	29	23	18	16	19	16	14	23	29	30	22	10	1 65	1 90	29 00	20 00	17 00
80 and over 75 miles.....	53	46	39	30	24	19	16	19	17	14	24	30	30	22	10	1 70	1 90	30 00	20 00	18 00
85 and over 80 miles.....	55	47	40	30	25	19	17	20	17	14	25	30	31	22	10	1 75	1 95	30 00	20 00	18 00
90 and over 85 miles.....	55	47	40	30	26	20	17	20	17	14	26	30	31	22	10	1 80	1 95	30 00	20 00	18 00

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

SEABOARD AIR LINE RAILWAY—CONTINUED.

COMMODITY RATES.

APPLICABLE BETWEEN STATIONS ON
RICHMOND DIVISION IN VIRGINIA.

DISTANCES.	Blackberries.		Brick, carload, minima as per Note 1 below.		Canned Goods, L. C. L., as described in Note 2 below.		Fertilizers.		Limestone, ground (for acid soil treatment), C. L., minimum weight 60,000 pounds.		Logs; ash, cypress, dogwood, gum, hickory, holly, oak, persimmon and poplar, carload.		Logs and Lumber, walnut and cherry, C. L. min. wt. 30,000 lbs.		Lumber, common, rough or dressed; Bark, tan or stick; Hoop Poles; Hoop-splints; Laths; Shingles; Staves; C. L. minimum wt. 30,000 lbs.		Peanuts, in the shell.		Seed, cotton.		Slabs, pine (refuse of saw-mills), C. L. min. 10 cords.		Strawberries and Blackberries.		Tobacco, leaf, in hogsheads or tierces.		Truck.		Wood, fuel, C. L. minimum 10 cords.		Wood, pulp (gum or poplar), barked, round or split, in 8 ft. lengths, C. L. minimum wt. 40,000 lbs.	
	See Strawberries.		Per 1,000 brick.		Per 100 lbs.		Per ton of 2,000 lbs.		Per ton of 2,000 lbs.		Per car of 40,000 lbs.		Per 100 pounds.		Per ton of 2,000 lbs.		Per cord of 128 cubic ft.		Per crate.		Per 100 lbs.		Per package.		Per cord of 128 cubic ft.		Per 100 lbs.		Per cord of 128 cubic ft.			
5 miles and under.	1	90	8	1	80	30	1	80	30	7	3	3	8	8	70	85	55	4	8	8	4	8	10	8	10	8	4	8	10	8	10	8
10 and over 5 miles	1	10	10	1	100	30	1	100	30	7	3	3	8	8	70	85	55	4	8	8	4	8	10	8	10	8	4	8	10	8	10	8
15 and over 10 miles	1	10	12	1	120	30	1	120	30	8	3	3	9	9	80	95	60	8	10	10	8	10	10	10	10	8	8	10	10	10	10	
20 and over 15 miles	1	10	14	1	135	30	1	135	30	8	3	3	10	10	90	105	70	8	11	11	8	10	12	12	12	10	8	12	12	12	12	
25 and over 20 miles	1	20	16	1	150	30	1	150	30	9	3	3	10	10	100	115	70	10	12	12	10	12	13	13	13	10	8	13	13	13	13	
30 and over 25 miles	1	30	18	1	160	30	1	160	30	9	3	3	11	11	110	125	75	12	13	13	12	14	14	14	14	12	8	14	14	14	14	
35 and over 30 miles	1	35	20	1	170	35	1	170	35	10	3	3	12	12	120	140	75	15	14	14	15	15	15	15	15	15	8	15	15	15	15	
40 and over 35 miles	1	40	21	1	180	35	1	180	35	10	3	3	12	12	130	155	80	15	14	14	15	16	16	16	16	15	8	16	16	16	16	
45 and over 40 miles	1	45	22	1	190	40	1	190	40	11	3	3	14	14	140	168	80	15	16	16	15	17	17	17	17	15	8	17	17	17	17	
50 and over 45 miles	1	50	22	2	200	40	1	200	40	11	3	3	14	14	145	174	85	15	16	16	15	18	18	18	18	15	8	18	18	18	18	
55 and over 50 miles	1	55	23	2	210	45	1	210	45	12	3	3	16	16	150	180	85	15	18	18	15	19	19	19	19	15	8	19	19	19	19	
60 and over 55 miles	1	60	23	2	220	45	1	220	45	12	3	3	16	16	155	186	90	15	18	18	15	20	20	20	20	15	8	20	20	20	20	
65 and over 60 miles	1	65	25	2	230	47	1	230	47	13	3	3	17	17	160	192	90	15	19	19	15	20	20	20	20	15	8	20	20	20	20	
70 and over 65 miles	1	70	27	2	240	47	1	240	47	13	3	3	17	17	165	198	95	15	19	19	15	21	21	21	21	15	8	21	21	21	21	
75 and over 70 miles	1	75	29	2	250	50	1	250	50	14	3	3	18	18	170	204	100	15	20	20	15	22	22	22	22	15	8	22	22	22	22	
80 and over 75 miles	1	80	30	2	260	50	1	260	50	14	3	3	18	18	175	210	100	15	20	20	15	22	22	22	22	15	8	22	22	22	22	
85 and over 80 miles	1	85	30	2	270	54	1	270	54	15	3	3	18	18	180	216	100	15	20	20	15	23	23	23	23	15	8	23	23	23	23	
90 and over 85 miles	1	90	30	2	280	54	1	280	54	15	3	3	18	18	185	222	100	15	20	20	15	24	24	24	24	15	8	24	24	24	24	

NOTE 1.—When loaded in cars of:
60,000 pounds capacity or less, minimum 10,000 brick.
80,000 pounds capacity and over 60,000 pounds capacity, minimum 14,000 brick.
100,000 pounds capacity and over 80,000 pounds capacity, minimum 18,000 brick.
If the carrier for its own convenience furnishes a car of greater capacity than required to transport shipment, charge will be assessed upon basis of actual quantity, but no less than minimum for the size of car required.

NOTE 2.—Rates on Canned Goods shown above apply on following articles only:
Condensed Milk, Fruits, Pork and Beans,
Cove Oysters, Fruit Butter, Shell Fish,
Evaporated Cream, Jellies and Preserves, Soups and Broths,
Fish, Meats, Vegetables.

SEABOARD AIR LINE RAILWAY—COMMODITY RATES—CONTINUED.

APPLICABLE BETWEEN STATIONS ON
PORTSMOUTH DIVISION IN VIRGINIA.

NOTE 1.—When loaded in cars of:

60,000 pounds capacity or less, minimum 10,000 brick.

80,000 pounds capacity and over 60,000 pounds capacity, minimum 14,000 brick.

100,000 pounds capacity and over 80,000 pounds capacity, minimum 16,000 brick.

If the carrier for its own convenience furnishes a car of greater capacity than required to transport shipment, charge will be assessed upon basis of actual quantity, but not less than minimum for the size of car required.

NOTE 2.—Rates on Canned Goods shown above apply on following articles only:

Condensed Milk,
Cove Oysters,
Evaporated Cream,
Fish,

Fruits,
Fruit Butter,
Jellies and Preserves,
Meats,

Pork and Beans,
Shell Fish,
Soups and Broths,
Vegetables.

SOUTHERN RAILWAY COMPANY.**Freight Tariff, revised to December 31, 1913.****CLASS RATES.****Rate Table No. 1.****APPLICABLE AS FOLLOWS:**

(a)—Between all stations on the Washington, Danville and Richmond Divisions in Virginia, except Keysville Branch.

SOUTHERN RAILWAY COMPANY—CLASS RATES—CONTINUED.

Rate Table No. 2.
APPLICABLE AS FOLLOWS:

- (a)—Between stations on Norfolk Division.
 (b)—Between stations on Keysville Branch in Virginia.
 (c)—Between any station on Norfolk Division and any station on Richmond, Washington or Danville Divisions in Virginia.
 (d)—Between any station on Keysville Branch in Virginia and any station on Norfolk, Richmond, Washington or Danville Divisions in Virginia.

(See Note 2 at end of Rate Table No. 12.)

DISTANCES.	Per 100 pounds.											Per bbl	Per 100 lbs.		Per ton of 2,000 pounds.		Per carload of 20,000 lbs.			
	1	2	3	4	5	6	A	B	C	D	E		H	F	J	K	L	M	N	O	P
5 miles and under.....	15	13	12	10	8	7	6	7	6	5	8	10	12	8	4	70	75	9 00	8 00	7 00
10 and over 5 miles.....	18	16	14	11	9	8	7	9	7	6	9	11	14	9	6	75	80	10 00	9 00	8 00
15 and over 10 miles.....	22	18	15	13	11	9	8	9	8	7	11	13	16	10	5 1/2	80	85	11 00	10 00	9 50
20 and over 15 miles.....	25	21	18	16	14	10	10	11	9	8	14	16	18	11	6	85	1 00	13 00	12 00	9 00
25 and over 20 miles.....	29	25	21	19	17	12	12	12	10	9	17	19	20	12	7	95	1 10	14 00	14 00	10 00
30 and over 25 miles.....	33	28	24	22	19	13	13	13	11	10	17	20	20	16	7 1/2	1 00	1 20	15 00	15 00	10 00
35 and over 30 miles.....	35	30	25	23	20	14	13	14	12	11	17	20	20	17	7 1/2	1 00	1 20	16 00	16 00	10 00
40 and over 35 miles.....	35	30	25	23	20	14	13	14	12	11	17	20	20	18	7 1/2	1 00	1 20	16 00	16 00	10 00
45 and over 40 miles.....	38	33	28	23	20	15	14	15	12	11	20	22	22	18	8	1 10	1 40	18 00	16 00	11 00
50 and over 45 miles.....	40	35	30	23	20	15	14	15	13	12	20	20	23	19	8	1 10	1 40	19 00	16 00	11 00
55 and over 50 miles.....	42	38	33	23	20	16	15	16	13	12	20	20	25	19	9	1 20	1 50	20 00	18 00	12 00
60 and over 55 miles.....	45	40	35	24	21	16	16	18	14	13	20	21	26	20	9	1 25	1 50	21 00	18 00	13 00
65 and over 60 miles.....	47	42	35	24	21	16	16	19	14	13	21	22	27	21	9	1 30	1 60	24 00	19 00	14 00
70 and over 65 miles.....	48	43	36	24	21	16	16	19	15	13	21	23	28	21	9	1 50	1 70	26 00	20 00	15 00
75 and over 70 miles.....	52	44	36	24	21	17	16	20	16	14	21	23	28	21	10	1 60	1 80	28 00	20 00	16 00
80 and over 75 miles.....	54	45	36	24	21	17	16	20	16	14	21	24	29	21	11	1 70	1 90	30 00	23 00	17 00
85 and over 80 miles.....	55	46	36	24	22	17	16	20	17	14	22	25	32	22	12	1 80	2 00	32 00	23 00	18 00
90 and over 85 miles.....	55	46	36	25	22	17	16	20	17	14	22	26	32	22	12	1 80	2 10	33 00	23 00	18 00
95 and over 90 miles.....	56	47	37	25	22	17	16	20	18	14	22	27	33	22	12	1 80	2 10	33 00	25 00	20 00
100 and over 95 miles.....	56	47	37	25	22	17	17	21	18	15	22	28	35	22	12	1 80	2 10	34 00	26 00	20 00
110 and over 100 miles.....	56	47	37	26	22	17	17	21	18	15	22	28	35	23	12	1 80	2 10	35 00	26 00	20 00
120 and over 110 miles.....	56	48	38	26	22	17	17	21	18	15	22	28	36	23	12	1 80	2 10	36 00	26 00	20 00
130 and over 120 miles.....	57	48	39	26	22	17	17	21	18	15	22	29	36	23	12	1 80	2 10	39 00	26 00	20 00
140 and over 130 miles.....	57	48	39	27	22	17	17	21	18	15	22	29	36	24	12	1 80	2 10	40 00	26 00	20 00
150 and over 140 miles.....	58	48	40	28	22	17	17	21	18	15	22	29	36	24	12	1 80	2 10	40 00	26 00	20 00
160 and over 150 miles.....	59	49	40	29	22	17	17	21	18	15	22	29	36	24	12	1 80	2 10	40 00	26 00	20 00
170 and over 160 miles.....	59	50	41	29	22	17	17	21	18	15	22	29	37	25	12	1 80	2 10	40 00	26 00	20 00
180 and over 170 miles.....	59	50	41	29	22	17	17	21	18	15	22	29	37	25	12	1 80	2 10	40 00	28 00	20 00
190 and over 180 miles.....	59	50	41	29	22	17	17	21	18	15	22	29	37	26	12	1 80	2 10	40 00	28 00	21 00
200 and over 190 miles.....	59	50	41	29	22	17	17	21	18	15	22	29	37	26	12 1/2	2 00	2 30	42 00	28 00	21 00
210 and over 200 miles.....	59	50	41	29	22	17	17	21	18	15	22	29	37	26	12 1/2	2 00	2 30	42 00	28 00	21 00
220 and over 210 miles.....	60	51	41	29	22	17	17	21	18	15	22	29	37	26	14	2 00	2 30	42 00	28 00	21 00
230 and over 220 miles.....	62	52	41	29	22	17	17	21	18	15	22	29	37	26	14	2 00	2 30	42 00	28 00	22 00
240 and over 230 miles.....	63	52	42	30	22	17	17	21	18	15	22	30	38	26	14	2 00	2 30	42 00	28 00	22 00
250 and over 240 miles.....	65	54	42	31	22	17	17	21	18	15	22	31	40	26	14	2 10	2 30	44 00	30 00	23 00
260 and over 250 miles.....	67	56	44	33	22	17	17	21	18	15	22	33	43	28	16	2 10	2 40	44 00	31 00	24 00
270 and over 260 miles.....	69	58	46	35	22	17	17	21	18	15	22	35	45	28	16	2 20	2 40	46 00	32 00	26 00
280 and over 270 miles.....	72	60	48	36	24	18	17	21	18	15	22	36	46	30	16	2 25	2 50	46 00	32 00	26 00
290 and over 280 miles.....	74	62	48	37	24	18	17	21	18	15	22	37	48	31	17	2 30	2 50	47 00	33 00	26 00
300 and over 290 miles.....	75	62	50	37	24	18	17	21	18	15	22	37	49	31	17	2 30	2 60	48 00	34 00	27 00
320 and over 300 miles.....	76	64	52	40	26	18	17	21	18	15	22	37	52	32	18	2 30	2 60	49 00	35 00	28 00
340 and over 320 miles.....	79	66	53	41	26	18	17	21	18	15	22	37	52	34	19	2 40	2 80	50 00	36 00	28 00
360 and over 340 miles.....	82	68	55	42	26	18	17	21	18	15	22	37	53	35	19	2 50	2 90	52 00	37 00	31 00
380 and over 360 miles.....	83	68	55	42	27	18	17	21	18	15	22	37	53	36	20	2 60	3 00	54 00	38 00	31 00
400 and over 380 miles.....	84	70	57	44	27	18	17	21	18	15	22	37	55	37	20	2 70	3 10	54 00	39 00	31 00
Over 400 miles.....	86	72	57	45	29	19	17	21	18	15	22	37	56	38	22	2 80	3 20	55 00	39 00	32 00

Governed by Virginia Classification with Exception Sheet No. 1 thereto

SOUTHERN RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

Rate Table No. 3.

CONCRETE BLOCKS, CARLOAD.

Minimum 30,000 pounds, except between points on Claremont Branch the minimum will be 20,000 pounds (see Note 2 at end of Rate Table No. 12.)

Applicable between all stations in Virginia.

PER 100 POUNDS.

DISTANCES.	Rate.	DISTANCES.	Rate.
5 miles and under.....	4	70 and over 65 miles.....	8½
10 and over 5 miles.....	4	75 and over 70 miles.....	9
15 and over 10 miles.....	4½	80 and over 75 miles.....	9
20 and over 15 miles.....	4½	85 and over 80 miles.....	9½
25 and over 20 miles.....	5	90 and over 85 miles.....	9½
30 and over 25 miles.....	5	95 and over 90 miles.....	10
35 and over 30 miles.....	5½	100 and over 95 miles.....	10
40 and over 35 miles.....	5½	110 and over 100 miles.....	10½
45 and over 40 miles.....	6	120 and over 110 miles.....	11
50 and over 45 miles.....	6½	130 and over 120 miles.....	11½
55 and over 50 miles.....	7	140 and over 130 miles.....	12
60 and over 55 miles.....	7½	150 and over 140 miles.....	12½
65 and over 60 miles.....	8		

Rate Table No. 4.

GRAIN, MILL FEED, MEAL AND BRAN, CARLOADS,
MINIMUM 20,000 POUNDS.

Applicable to Local Traffic between Washington Division stations, viz.:
Locally between stations on Harrisonburg Extension, Strasburg Junction to Harrisonburg, inclusive.

PER 100 POUNDS.

DISTANCES.	Rate.	DISTANCES.	Rate.
5 miles and under.....	3	30 and over 25 miles.....	6
10 and over 5 miles.....	3	35 and over 30 miles.....	6
15 and over 10 miles.....	4	40 and over 35 miles.....	6
20 and over 15 miles.....	5	45 and over 40 miles.....	7
25 and over 20 miles.....	5	50 and over 45 miles.....	7

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 5.

FERTILIZERS.

(See Note 2 at end of Rate Table No. 12).

Applicable locally between Norfolk Division stations.

Also between stations on Norfolk Division
and

Stations on Richmond Division and Keysville Branch and Washington
and Danville Divisions in Virginia.

PER TON 2,000 POUNDS.

DISTANCES.	C. L. min. 15 tons.	L. C. L.	DISTANCES.	C. L. min. 15 tons.	L. C. L.
10 miles and under	35	35	40 miles	\$1 42	\$1 42
11 miles	38	38	41 miles	1 46	1 46
12 miles	42	42	42 miles	1 50	1 50
13 miles	46	46	43 miles	1 54	1 54
14 miles	50	50	44 miles	1 58	1 58
15 miles	54	54	45 miles	1 60	1 60
16 miles	57	57	46 miles	1 60	1 64
17 miles	60	60	47 miles	1 60	1 68
18 miles	64	64	48 miles	1 60	1 72
19 miles	68	68	49 miles	1 60	1 75
20 miles	70	70	50 miles	1 60	1 78
21 miles	75	75	51 miles	1 80	1 82
22 miles	78	78	52 miles	1 80	1 86
23 miles	82	82	53 miles	1 80	1 90
24 miles	86	86	54 miles	1 80	1 92
25 miles	90	90	55 miles	1 80	1 96
26 miles	94	94	56 miles	1 80	2 00
27 miles	96	96	57 miles	1 80	2 04
28 miles	\$1 00	\$1 00	58 miles	1 80	2 08
29 miles	1 04	1 04	59 miles	1 80	2 10
30 miles	1 08	1 08	60 miles	1 80	2 14
31 miles	1 10	1 10	70 and over 60 miles . .	1 80	2 16
32 miles	1 14	1 14	75 and over 70 miles . .	2 00	2 40
33 miles	1 18	1 18	80 and over 75 miles . .	2 20	2 64
34 miles	1 22	1 22	100 and over 80 miles . .	2 40	2 88
35 miles	1 25	1 25	150 and over 100 miles . .	2 40	2 88
36 miles	1 28	1 28	205 and over 150 miles . .	2 40	2 88
37 miles	1 32	1 32			
38 miles	1 36	1 36			
39 miles	1 40	1 40			

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 6.

FERTILIZERS.

Applicable between all stations on Washington, Danville and Richmond Divisions in Virginia, including Keysville Branch in Virginia.

PER TON 2,000 POUNDS.

DISTANCES.	C. L. min. 15 tons.	L. C. L.	DISTANCES.	C. L. min. 15 tons.	L. C. L.
10 miles and under.....	35	35	200 and over 190 miles...	2 15	2 58
11 miles.....	38	38	210 and over 200 miles...	2 20	2 64
12 miles.....	42	42	220 and over 210 miles...	2 20	2 64
13 miles.....	46	46	230 and over 220 miles...	2 20	2 64
14 miles.....	50	50	240 and over 230 miles...	2 40	2 88
15 miles.....	54	54	250 and over 240 miles...	2 50	3 00
16 miles.....	57	57	260 and over 250 miles...	2 60	3 12
17 miles.....	60	60	270 and over 260 miles...	2 70	3 24
18 miles.....	64	64	280 and over 270 miles...	2 80	3 36
19 miles.....	68	68	290 and over 280 miles...	2 90	3 48
20 miles.....	70	70	300 and over 290 miles...	2 90	3 48
25 and over 20 miles...	75	75	310 and over 300 miles...	3 00	3 60
30 and over 25 miles...	90	92	320 and over 310 miles...	3 00	3 60
35 and over 30 miles...	1 00	1 20	330 and over 320 miles...	3 10	3 72
40 and over 35 miles...	1 10	1 32	340 and over 330 miles...	3 10	3 72
50 and over 40 miles...	1 20	1 44	350 and over 340 miles...	3 20	3 84
60 and over 50 miles...	1 30	1 56	360 and over 350 miles...	3 20	3 84
70 and over 60 miles...	1 40	1 68	370 and over 360 miles...	3 30	3 96
80 and over 70 miles...	1 45	1 74	380 and over 370 miles...	3 30	3 96
90 and over 80 miles...	1 50	1 80	390 and over 380 miles...	3 40	4 08
100 and over 90 miles...	1 60	1 92	400 and over 390 miles...	3 50	4 20
110 and over 100 miles...	1 70	2 04	420 and over 400 miles...	3 50	4 20
120 and over 110 miles...	1 75	2 10	440 and over 420 miles...	3 60	4 32
130 and over 120 miles...	1 80	2 16	460 and over 440 miles...	3 70	4 44
140 and over 130 miles...	1 80	2 16	480 and over 460 miles...	3 80	4 56
150 and over 140 miles...	1 80	2 16	500 and over 480 miles...	3 90	4 68
160 and over 150 miles...	1 95	2 34			
170 and over 160 miles...	2 00	2 40			
180 and over 170 miles...	2 05	2 46			
190 and over 180 miles...	2 10	2 52			

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 7.

FIREWOOD, CARLOAD.

Carload minimum	Cars inside or platform length 34 feet and under.....	11 cords
	Cars inside or platform length 36 feet and over 34 feet.....	12 cords
	Cars inside or platform length 38 feet and over 36 feet.....	13 cords
	Cars inside or platform length over 38 feet.....	14 cords
	Between stations on Claremont Branch when loaded in narrow-gauge cars with narrow-gauge bodies.....	7 cords

(See Notes 1 and 2 at end of Rate Table No. 12.)

Applicable between all stations in Virginia.

PER CORD OF 128 CUBIC FEET.

DISTANCES.	Rate.	DISTANCES.	Rate.
5 miles and under.....	75	45 and over 40 miles.....	1 15
10 and over 5 miles.....	80	50 and over 45 miles.....	1 20
15 and over 10 miles.....	85	55 and over 50 miles.....	1 25
20 and over 15 miles.....	90	65 and over 55 miles.....	1 30
25 and over 20 miles.....	95	75 and over 65 miles.....	1 35
30 and over 25 miles.....	1 00	100 and over 75 miles.....	1 40
35 and over 30 miles.....	1 05	150 and over 100 miles.....	1 50
40 and over 35 miles.....	1 10	200 and over 150 miles.....	1 75

Rate Table No. 8.

GROUND LIMESTONE, FOR ACID SOIL TREATMENT, CARLOAD,
MINIMUM WEIGHT 60,000 POUNDS.

DISTANCES.	Rates per ton of 2,000 lbs.	DISTANCES.	Rates per ton of 2,000 lbs.
30 miles and under.....	\$ 30	220 and over 215 miles.....	\$ 1 10
40 and over 30 miles.....	35	225 and over 220 miles.....	1 12½
50 and over 40 miles.....	40	230 and over 225 miles.....	1 15
60 and over 50 miles.....	45	235 and over 230 miles.....	1 17½
70 and over 60 miles.....	47	240 and over 235 miles.....	1 20
80 and over 70 miles.....	50	245 and over 240 miles.....	1 22½
90 and over 80 miles.....	54	250 and over 245 miles.....	1 25
100 and over 90 miles.....	60	255 and over 250 miles.....	1 27½
110 and over 100 miles.....	66	260 and over 255 miles.....	1 30
120 and over 110 miles.....	72	265 and over 260 miles.....	1 32½
130 and over 120 miles.....	78	270 and over 265 miles.....	1 35
140 and over 130 miles.....	85	275 and over 270 miles.....	1 37½
150 and over 140 miles.....	87½	280 and over 275 miles.....	1 40
160 and over 150 miles.....	90	285 and over 280 miles.....	1 42½
170 and over 160 miles.....	92½	290 and over 285 miles.....	1 45
180 and over 170 miles.....	95	295 and over 290 miles.....	1 47½
190 and over 180 miles.....	97½	300 and over 295 miles.....	1 50
200 and over 190 miles.....	1 00	360 and over 300 miles.....	1 50
205 and over 200 miles.....	1 02½	Over 360 miles.....	1 60
210 and over 205 miles.....	1 05		
215 and over 210 miles.....	1 07½		

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 9.

LOGS, CARLOAD, MINIMUM WEIGHT AS SHOWN BELOW.

Between stations on Norfolk Division.

Carload minimum weight 40,000 pounds, except when from and to stations on the Claremont Branch carload minimum will be 20,000 pounds; on business passing between stations on Main Line of Norfolk Division and stations on Claremont Branch carload minimum weight will be 40,000 pounds for one standard gauge car on Main Line and two narrow gauge cars on Claremont Branch.

Transfer charge at Emporia of \$2.00 per car for one standard gauge car or two narrow gauge cars, will be in addition to the freight rates.

RATES IN CENTS PER 100 POUNDS.

DISTANCES.	Pine Saw Logs.	Ash, Cypress, Dog-wood, Gum, Hick-ory, Holly, Oak, Persimmon and Poplar Logs.
10 miles and under.....	1½	1½
20 and over 10 miles.....	1¾	2
30 and over 20 miles.....	2	2¼
40 and over 30 miles.....	2¼	2½
50 and over 40 miles.....	2½	2¾
60 and over 50 miles.....	2¾	3
70 and over 60 miles.....	3	3¼
80 and over 70 miles.....	3¼	3½
90 and over 80 miles.....	3½	3¾
100 and over 90 miles.....	3¾	4
110 and over 100 miles.....	4	4¼
120 and over 110 miles.....	4¼	4½
130 and over 120 miles.....	4½	4¾
140 and over 130 miles.....	4¾	5
150 and over 140 miles.....	5	5¼
160 and over 150 miles.....	5¼	5½
170 and over 160 miles.....	5½	5¾
180 and over 170 miles.....	5¾	6
190 and over 180 miles.....	6	6¼
200 and over 190 miles.....	6¼	6½
210 and over 200 miles.....	6½	6¾

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 10.

LOGS (PERSIMMON, PINE, POPLAR, HICKORY, OAK, DOGWOOD,
CYPRESS, GUM AND ASH),
CARLOAD, MINIMUM WEIGHT 40,000 POUNDS.

Between stations on Richmond Division.

IN CENTS PER 100 POUNDS.

DISTANCES.	Rate	DISTANCES.	Rate.
5 miles and under.....	2	140 and over 120 miles.....	5½
10 and over 5 miles.....	2½	160 and over 140 miles.....	6
15 and over 10 miles.....	2½	180 and over 160 miles.....	6½
20 and over 15 miles.....	3	200 and over 180 miles.....	7
40 and over 20 miles.....	3	220 and over 200 miles.....	7½
50 and over 40 miles.....	3½	240 and over 220 miles.....	8
60 and over 50 miles.....	3½	260 and over 240 miles.....	8½
70 and over 60 miles.....	4	280 and over 260 miles.....	9
100 and over 70 miles.....	4½	300 and over 280 miles.....	9½
120 and over 100 miles.....	5		

Rate Table No. 11.

LOGS (PERSIMMON, PINE, POPLAR, HICKORY, OAK, DOGWOOD,
CYPRESS, GUM AND ASH), CARLOAD, MINIMUM
WEIGHT 40,000 POUNDS.

Between stations on Washington and Danville Divisions, Danville, Va.,
and north thereof.

IN CENTS PER 100 POUNDS.

DISTANCES.	Rate.	DISTANCES.	Rate.
5 miles and under.....	2	90 and over 80 miles.....	4½
10 and over 5 miles.....	2½	100 and over 90 miles.....	5
15 and over 10 miles.....	2½	120 and over 100 miles.....	5½
20 and over 15 miles.....	3	140 and over 120 miles.....	5½
25 and over 20 miles.....	3	160 and over 140 miles.....	6
30 and over 25 miles.....	3½	180 and over 160 miles.....	6½
35 and over 30 miles.....	4	200 and over 180 miles.....	7
40 and over 35 miles.....	4	220 and over 200 miles.....	7½
50 and over 40 miles.....	4	240 and over 220 miles.....	8
60 and over 50 miles.....	4½	260 and over 240 miles.....	8½
70 and over 60 miles.....	4½	280 and over 260 miles.....	9
80 and over 70 miles.....	4½	300 and over 280 miles.....	9½

SOUTHERN RAILWAY COMPANY—COMMODITY RATE

Rate Table No. 12.

Applicable between all stations in Virginia (see No following page).

DISTANCES.	Per 100 lbs.						Per 100 lbs.					
	(See Note 3 on next following page.)						(See Note 3 on next following page.)					
	Bark, stick, C. L. min. 24,000 lbs.						Bark, stick, C. L. min. 24,000 lbs.					
	Bark, stick, not provided for in Note 3 below, C. L. minimum 24,000 lbs.						Bark, stick, not provided for in Note 3 below, C. L. minimum 24,000 lbs.					
	Brick building C. L. min. cars with capacity of 60,000 lbs. or over, 10,000						Brick building C. L. min. cars with capacity of 60,000 lbs. or over, 10,000					
5 miles and under....	3	3	8	50	82	2	3	3	8	50	82	2
10 and over 5 miles...	3	3	8	80	1 00	3	3	3	8	80	1 00	3
20 and over 10 miles...	3	4	2	90	1 12	3	3	4	2	90	1 12	3
30 and over 20 miles...	3	4	5	1 00	1 25	4	3	4	5	1 00	1 25	3
40 and over 30 miles...	4	4	8	1 20	1 50	4	4	4	8	1 20	1 50	3
50 and over 40 miles...	4	5	1	1 40	1 75	5	4	5	1	1 40	1 75	3
60 and over 50 miles...	4	5	4	1 60	2 00	5	4	5	4	1 60	2 00	3
70 and over 60 miles...	4	5	7	1 70	2 12	6	4	5	7	1 70	2 12	4
80 and over 70 miles...	5	6		1 80	2 25	6	5	6		1 80	2 25	4
90 and over 80 miles...	5	6	6	1 90	2 37	7	5	6	6	1 90	2 37	4
100 and over 90 miles...	6	7	2	2 00	2 50	7	6	7	2	2 00	2 50	4
110 and over 100 miles...	6	7	8	2 10	2 62	8	6	7	8	2 10	2 62	5
120 and over 110 miles...	7	8	4	2 20	2 75	8	7	8	4	2 20	2 75	5
130 and over 120 miles...	7	9		2 30	2 87	8	7	9		2 30	2 87	5
140 and over 130 miles...	8	9	6	2 40	3 00	8	8	9	6	2 40	3 00	5
150 and over 140 miles...	8	9	9	2 50	3 12	9	8	9	9	2 50	3 12	5
160 and over 150 miles...	8	9	9	2 55	3 18	9	8	9	9	2 55	3 18	5
170 and over 160 miles...	8	10	2	2 60	3 25	9	8	10	2	2 60	3 25	5
180 and over 170 miles...	8	10	2	2 65	3 31	9	8	10	2	2 65	3 31	5
190 and over 180 miles...	8	10	5	2 70	3 37	10	8	10	5	2 70	3 37	5
200 and over 190 miles...	8	10	5	2 75	3 43	10	8	10	5	2 75	3 43	5
210 and over 200 miles...	9	10	8	2 85	3 56	10	9	10	8	2 85	3 56	6
220 and over 210 miles...	9	10	8	2 90	3 62	10	9	10	8	2 90	3 62	6
230 and over 220 miles...	9	11	1	3 00	3 75	10	9	11	1	3 00	3 75	6
240 and over 230 miles...	9	11	1				9	11	1			
250 and over 240 miles...	9	11	1				9	11	1			
260 and over 250 miles...	9	11	1				9	11	1			
270 and over 260 miles...	9	11	1				9	11	1			
280 and over 270 miles...	9	11	1				9	11	1			
290 and over 280 miles...	10	11	1				10	11	1			
300 and over 290 miles...	10	11	1				10	11	1			
310 and over 300 miles...	10	11	1				10	11	1			
320 and over 310 miles...	10	11	1				10	11	1			
330 and over 320 miles...	10	11	1				10	11	1			
340 and over 330 miles...	10	11	1				10	11	1			
350 and over 340 miles...	10	11	1				10	11	1			
360 and over 350 miles...	10	11	1				10	11	1			
370 and over 360 miles...	11	1					11	1				
380 and over 370 miles...	11	1					11	1				
390 and over 380 miles...	11	1					11	1				
400 and over 390 miles...	11	1					11	1				
420 and over 400 miles...	11	1					11	1				
440 and over 420 miles...	11	1					11	1				
450 and over 440 miles...	12	1					12	1				
460 and over 450 miles...	12	1					12	1				
470 and over 460 miles...	12	1					12	1				
480 and over 470 miles...	12	1					12	1				
500 and over 490 miles...	12	1					12	1				

SOUTHERN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Rate Table No. 12.—Continued.

NOTE 1.—Rule applicable to commodity rates on Firewood

Cars to be loaded and unloaded by owners; if by the Railway Company, an additional charge of 20 cents per cord for loading and 20 cents per cord for unloading will be made.

NOTE 2.—Transfer charge at Emporia, Va., on carload shipments.

Between standard gauge and narrow gauge cars on carload shipments of Lumber and Forest Products, \$2.00 per standard gauge car; on Brick, Coal and Stone, \$3.00 per standard gauge car; to be added to the regular freight rate. Shipments of bulk freight, such as bulk grain, etc., with the exception of brick, coal and stone, cannot be handled nor can carload shipments of Live Stock be handled on the Claremont Branch of the Southern Railway.

NOTE 3.—Where reference is made to this Note the commodity rates on Stick Bark will apply only to points on the Southern Railway from which the manufactured products are shipped out over the Southern Railway.

SURRY, SUSSEX AND SOUTHAMPTON RAILWAY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES	Per 100 pounds.									Per 100 lbs.	Per ton of 2,000 pounds.			Per car 20,000 lbs., excess in proportion.		
	1	2	3	4	5	6	A	B	C		K	L	M	N	O	P
5 miles and under.....	24	19	14	9	5	4	4	4		3	40	60	8 00	6 00	4 00	
10 and over 5 miles.....	25	20	15	11	5	5	5	6		4	50	70	9 00	7 00	6 00	
15 and over 10 miles.....	27	22	17	13	7	6	6	6		5	60	80	12 00	8 00	7 00	
20 and over 15 miles.....	29	24	19	14	8	6	6	6		5	60	80	12 00	8 00	7 00	
25 and over 20 miles.....	29	24	19	14	9	7	7	6		5	70	90	14 00	9 00	8 00	
30 and over 25 miles.....	29	24	19	14	9	7	7	8		5	70	90	16 00	10 00	8 00	

Governed by Virginia Classification with the following:

Live Stock, carload, per carClass N

MINIMUM CHARGES.

Packages (except liquids) weighing 25 lbs. and under.....15 cents
 Packages (except liquids) weighing over 25 lbs.....20 cents
 On Liquids.....25 cents

TIDEWATER AND WESTERN RAILROAD COMPANY.**Freight Tariff, revised to December 31, 1913.**

Table showing names of Stations and Tariff Numbers to be used in ascertaining the rates between Stations named in connection with the accompanying Freight Tariff.

~~See~~ See explanation at foot of page.

*Prepay Station.

EXPLANATION.

The numbers given above indicate the Tariffs or sets of rates to be used in assessing freight between points named when used in connection with Tariffs on next page. For example: To ascertain rates to be used, say between Belona and Chester, find Belona along the list of stations at the top, and where the column headed "Belona" meets the line for "Chester" will be found 7. This refers to Tariff No. 7, which should be used between the two points named. For class rates this Table refers to Tariff at top of next page, and for commodity rates to Tariff at bottom of next page.

TIDEWATER AND WESTERN RAILROAD COMPANY—CONTINUED.

CLASS RATES.

REFER- ENCE.												R					Per ton of 2,000 pounds		Per car of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E		F	H	J	K	L	M	N	O	P
Tariff No. 1..	13	11	9	6½	5½	4½	4½	4½	4½	5½	9	6½	6½	4½	5½	75	9 90	7 70	5 50		
Tariff No. 2..	17½	14½	12	10	7½	6½	6½	6½	6½	7½	13	10	9	5½	5½	90	11 00	8 90	7 70		
Tariff No. 3..	23	17½	14½	12	10	9	7½	6½	6½	7½	15½	12	11	6½	6½	75	1 00	14 30	9 90	8 90	
Tariff No. 4..	26½	21	16½	14½	12	11	9	11	9	9	17½	14½	12	6½	6½	90	1 10	16 50	11 00	9 90	
Tariff No. 5..	29½	24	18½	16½	13	11	9	11	10	9	20	16½	13	6½	6½	90	1 10	18 70	12 10	9 90	
Tariff No. 6..	33	26½	21	17½	14½	11	9	11	11	9	23	17½	14½	7½	7½	1 00	1 20	20 90	13 20	11 00	
Tariff No. 7..	36½	28½	23	18½	16½	12	10	12	12	10	24	18½	15½	7½	7½	1 00	1 20	23 10	14 30	12 00	
Tariff No. 8..	39½	31	25½	20	17½	12	10	13	12	10	26½	20	16½	7½	7½	1 10	1 30	25 30	15 40	13 20	
Tariff No. 9..	43	33	27½	20	17½	13	11	14	14	11	28½	20	17½	9	9	1 10	1 38	27 50	17 60	14 30	
Tariff No. 10..	45	35	29½	20	18	14	12	15½	14½	12	29	20	17½	9	9	1 30	1 55	29 70	19 80	15 40	
Tariff No. 11..	47	37	31	20	18	14	12	15½	14½	12	29	20	18½	9	9	1 32	1 55	31 90	22 00	16 50	

COMMODITY RATES.

REFERENCE.	IN CENTS PER HUNDRED POUNDS UNLESS OTHERWISE SPECIFIED.					
	Brick, building and paving (common or pressed), C. L. minimum 20,000 pounds.	Billets; see Logs.	Logs and Billets, pine, oak and hickory; car- load min. 20,000 pounds (see Note).	Lumber, pine, oak, hickory, gum and maple, carload, min. 20,000 pounds (see Note).	Wood, cord, pine, oak and hickory, carload min. 20,000 pounds.	Wood, poplar, carload min. 18,000 pounds.
Tariff No. 1.....	6½	60	2½	3	2½	3
Tariff No. 2.....	10	72	3½	3½	3½	3½
Tariff No. 3.....	12	88	4½	4½	4½	4½
Tariff No. 4.....	14½	88	4½	5	4½	4½
Tariff No. 5.....	16½	1 00	4½	5	4½	4½
Tariff No. 6.....	17½	1 00	5	5½	3½	4½
Tariff No. 7.....	18½	1 10	5	5½	3½	5
Tariff No. 8.....	20	1 20	5½	6	4	5
Tariff No. 9.....	20	1 20	5½	6	4½	5
Tariff No. 10.....	20	1 32	6	6½	4½	5
Tariff No. 11.....	20	1 32	6	6½	4½	5

*Fertilizer less carloads, 20 per cent. higher than carload.

Shippers are required to load and unload classes K, L, M, N, O and P; also Lumber and analogous articles.

A carload is 20,000 pounds, unless otherwise stated in Classification, and all excess over car load will be charged for in proportion.

NOTE.—Rates on lumber will also apply on laths, staves, shingles, cedar posts, stick bark, hop poles, hoop poles and hoop splits in bundles; carload minimum 20,000 pounds.

On Dogwood Timber, apply rates shown above on logs and billets.

VALLEY RAILROAD COMPANY OF VIRGINIA.

See The Baltimore and Ohio Railroad Company.

THE VIRGINIAN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Per 100 pounds.											Per bbl. F	Per 100 lbs. J K		Per ton 2,000 lbs. L	Per ton 2,240 lbs. M	Per carload of 20,000 lbs. excess in propor- tion. N O P			
	1	2	3	4	5	6	A	B	C	D	E		H							
5 miles and under.....	12	10	8	7	6	5	5	6	6	6	6	7	12	7	5	1 00	1 00	12 00	10 00	10 00
10 and over 5 miles....	16	12	10	8	7	6	6	7	7	7	7	8	14	8	6	1 20	1 20	14 00	12 00	12 00
20 and over 10 miles....	20	15	12	10	8	7	7	8	8	8	8	10	16	10	7	1 40	1 40	16 00	14 00	14 00
30 and over 20 miles....	24	18	15	13	9	8	8	9	9	9	9	13	18	13	8	1 60	1 60	18 00	16 00	16 00
40 and over 30 miles....	28	22	18	14	10	9	9	10	10	10	10	14	20	14	9	1 80	1 80	20 00	18 00	18 00
50 and over 40 miles....	32	26	20	16	11	10	10	11	11	11	11	15	22	15	10	2 00	2 00	22 00	20 00	20 00
60 and over 50 miles....	34	28	22	18	12	11	11	12	12	12	12	16	24	16	11	2 20	2 20	24 00	22 00	22 00
70 and over 60 miles....	36	30	24	19	13	11	11	13	13	13	13	17	26	17	11	2 20	2 20	26 00	22 00	22 00
80 and over 70 miles....	38	32	26	21	14	12	12	14	14	14	14	18	28	18	12	2 40	2 40	28 00	24 00	24 00
90 and over 80 miles....	40	34	28	22	15	12	12	15	15	15	15	19	30	19	12	2 40	2 40	30 00	24 00	24 00
100 and over 90 miles....	42	36	29	23	16	13	13	16	16	16	16	20	32	20	13	2 60	2 60	32 00	26 00	26 00
110 and over 100 miles....	44	38	31	25	16	13	13	16	16	16	16	21	32	21	13	2 60	2 60	32 00	26 00	26 00
120 and over 110 miles....	46	39	32	26	17	14	14	17	17	17	17	22	34	22	14	2 80	2 80	34 00	28 00	28 00
130 and over 120 miles....	47	40	33	26	17	14	14	17	17	17	17	23	34	23	14	2 80	2 80	34 00	28 00	28 00
140 and over 130 miles....	48	41	33	26	18	14	14	18	18	18	18	23	36	23	14	2 80	2 80	36 00	28 00	28 00
150 and over 140 miles....	49	42	33	26	18	14	14	18	18	18	18	23	36	23	14	2 80	2 80	36 00	28 00	28 00
160 and over 150 miles....	49	42	33	26	18	14	14	18	18	18	18	23	36	23	14	2 80	2 80	36 00	28 00	28 00
170 and over 160 miles....	50	43	34	27	19	15	15	19	19	19	19	24	38	24	15	3 00	3 00	38 00	30 00	30 00
180 and over 170 miles....	50	43	34	27	19	15	15	19	19	19	19	24	38	24	15	3 00	3 00	38 00	30 00	30 00
190 and over 180 miles....	51	43	34	27	19	15	15	19	19	19	19	24	38	24	15	3 00	3 00	38 00	30 00	30 00
200 and over 190 miles....	51	44	35	28	19	15	15	19	19	19	19	24	38	24	15	3 00	3 00	38 00	30 00	30 00
210 and over 200 miles....	52	44	35	28	19	15	15	19	19	19	19	24	38	24	15	3 00	3 00	38 00	30 00	30 00
220 and over 210 miles....	53	45	36	29	20	16	16	20	20	20	20	25	40	25	16	3 20	3 20	40 00	32 00	32 00
230 and over 220 miles....	54	46	36	29	20	16	16	20	20	20	20	25	40	25	16	3 20	3 20	40 00	32 00	32 00
240 and over 230 miles....	55	46	37	30	21	17	17	21	21	21	21	26	42	26	17	3 40	3 40	42 00	34 00	34 00
250 and over 240 miles....	57	47	37	30	21	17	17	21	21	21	21	26	42	26	17	3 40	3 40	42 00	34 00	34 00
260 and over 250 miles....	58	48	38	30	22	18	18	22	22	22	22	27	44	27	18	3 60	3 60	44 00	36 00	36 00
270 and over 260 miles....	59	49	38	30	22	18	18	22	22	22	22	27	44	27	18	3 60	3 60	44 00	36 00	36 00
280 and over 270 miles....	60	50	39	31	23	19	19	23	23	23	23	28	46	28	19	3 80	3 80	46 00	38 00	38 00
290 and over 280 miles....	61	50	39	31	23	19	19	23	23	23	23	28	46	28	19	3 80	3 80	46 00	38 00	38 00
300 and over 290 miles....	62	51	40	32	24	20	20	24	24	24	24	29	48	29	20	4 00	4 00	48 00	40 00	40 00
310 and over 300 miles....	64	52	40	32	25	20	20	25	25	25	25	30	50	30	20	4 00	4 00	50 00	40 00	40 00
320 and over 310 miles....	65	53	41	33	25	21	21	25	25	25	25	30	50	30	21	4 20	4 20	50 00	42 00	42 00
330 and over 320 miles....	66	54	41	33	26	21	21	26	26	26	26	31	52	31	21	4 20	4 20	52 00	42 00	42 00
340 and over 330 miles....	67	54	42	34	26	22	22	26	26	26	26	31	52	31	22	4 40	4 40	52 00	44 00	44 00
350 and over 340 miles....	68	55	42	34	27	22	22	27	27	27	27	32	54	32	22	4 40	4 40	54 00	44 00	44 00

Governed by Virginia Classification with Exception Sheet No. 4 thereto.

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

List of Articles taking rates shown in Commodity Rate Table No. 1—Continued.

ARTICLES	Groups	ARTICLES	Groups
L., 30,000 pounds minimum	PP	Lumber, etc.—Con.	
L., packed	QQ	Manure, C. L., 30,000 pounds minimum	PP
Shucks and Straw, pressed in bales, C. L.,	HH	Manure, C. L., 30,000 pounds minimum	PP
30,000 pounds minimum	TT	Same, L. C. L., packed	QQ
Ice, C. L., 34,000 pounds minimum	CC	Plaster, via.:	FF
Iron and Steel Articles, as per list below	DD		RR
Iron wire C. L. 95 stress tons minimum	LL		EE
Iron wire C. L. 95 stress tons minimum, unless marked	PP		SS
minimum weight	RR		PP
no case less than	FF		RR
minimum	PP		JJ
minimum	RR		FF
minimum			FF
minimum			OO
t; see Commodity			QQ
able No. 6.			FF
ies, C. L., 34,000			FF
Commodity Rate			MM
ickory.			
Lumber, oak, hemlock and spruce.			
Staves, oak, loose.			
Ties, cross, oak, hemlock and spruce.			
Barrel Shooks.			
Billata, except oak, hem-			
lock, spruce and black-			
ory.			
Box Shooks.			
Box Stuff.			
Cooperage Stock.			
Heading.			
Heading Bolts.			
Hoops.			
Hoop Poles.			
Hop Poles.			
Laths.			
Logs, except oak, hemlock,			
spruce, and hickory.			
Lumber, except oak.			
hemlock and spruce.			
Pickets (wooden).			
Picture Backing.			
Piles.			
Posts.			
Pump Tubing.			
Saw Dust.			
Shingles.			
Shooks.			
Slabs.			
Spike Timber in the rough			
Stave Bolts.			
Staves except oak, loose.			
is Arms.			
except oak,			
ed spruce,			
Blocks.			

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—LIST OF ARTICLES TAKING RATES SHOWN IN
COMMODITY RATE TABLE No. 1.—CONTINUED.

List of Iron and Steel Articles taking rates shown in Rate Bases "CC" and "DD".

Carload minimum weight 36,000 pounds, except where otherwise shown in Notes F, G, H and I, below.

FREIGHT TARIFF.

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Angle.		
Annealing Boxes, tops and bottoms, cast iron or steel, in the rough, carloads.		
Annealing Pots (iron or steel), carloads.		
Arch Bars.		
Arches, floor, corrugated, in sections, nested.		
Axe Poles, in the rough.		
Axles, new.		
Axles, car, old, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F)		
Band.		
Bar (Note A).		
Beams.		
Billets, not otherwise specified.		
Billets, less than carloads (Note J).		
Billets, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Notes F and J).		
Black Plate.		
Blooms, not otherwise specified.		
Blooms, less than carloads (Note J).		
Blooms, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Notes F and J).		
Boiler.		
Boiler.		
Bolts.		
Bolts, in gunny bags.		
Bolts, bulk in gunny bags.		
Boring.		
(Note F)		
Box Straps, in packages.		
Brake Beams.		
Brake Jaws, wrought iron.		
Brake Shafts or Rods.		
Brake Shoes.		
Brick Bonds or Wall Ties, in boxes or barrels.		
Bridge.		
Bumpers.		
Car Bolsters.		
Car Bolster Bearings, in packages.		
Car Bolster Caps.		
Car Couplers.		
Corner Irons, car.		
Cotton Ties.		
Cotton Tie Buckles, in barrels or boxes, less than carloads.		
Cotton Tie Buckles, carloads.		
Crop Ends, in packages, less than carloads.		
Crop Ends, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).		
Culverts, cast or wrought.		
Culverts, corrugated or plain, knocked down, nested.		
Is), pressed steel.		
ids (Note B).		
15 pounds or over per		
B).		
gs (Note C).		
ton 2,240 pounds, same		
ness.		
d together, weighing 15		
2,000 pounds (Note F).		

List of Iron and Steel Articles taking rates shown in Rate Bases "CC" and "DD"—Continued.

<p>Drawbars. Drawheads. Ferro-Manganese, less than carloads. Ferro-Manganese, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F). Ferro Silicon, less than carloads. Ferro Silicon, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F).</p>	<p>Shafts), unfinished, not key-seated or key-leaved, No. 20 or higher (Note E). ton 2,240 pounds, same as 2,000 pounds (Note F). barrels.</p>
<p>Shovel Blanks. Skelp. Slabs, less than carloads (Note K). Slabs, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Notes F and K). Is, old, less than carloads. carloads, per gross ton 2,240 pounds, same as 2,000 less weight. right), in boxes, barrels or in bulk in gunny sacks.</p>	<p>is, old, less than carloads. bulk in gunny bags, carloads. Switch Blanks, railroad.</p>
<p>a boxes or kegs, actual weight. ton 2,240 pounds, same as 2,000 pounds (Note F). car.</p>	<p>Telegraph Poles. Telegraph Pole Steps, in boxes, kegs, or in bulk in gunny bags. The Plates. Ties, railroad, less than carload. Ties, railroad, carloads, per gross ton 2,240 pounds, same as 2,000 pounds (Note F). Timber Dogs, c Timber Dogs, Tinning Pots, i Tin Plate Bars Tin Plate Bars, ----- a 2,240 pounds, same as 2,000 pounds (Note F). Tin Plate or Terne Plate Scraps or Clippings, pressed in bales or bundles, or packed in barrels, carloads, per gross ton 2,240 pounds same as 2,000 pounds,</p>
<p>res. than carload. ada, per gross ton 2,240 pounds, same as 2,000 pounds</p>	<p>cardloads.</p>
<p>p. ual weight. E. in boxes.</p>	<p></p>

THE VIRGINIAN RAILWAY COMPANY—LIST OF ARTICLES TAKING RATES SHOWN IN COMMODITY
RATE TABLE No. 1—CONTINUED.

List of Iron and Steel Articles taking rates shown in Rate Bases "CC" and "DD"—Continued.

NOTES—CONTINUED.

with pipe less than
in open cars without
of the four sides of
minimum size to be
are without damage
of the four sides of

the rates established in connection with the Special Iron List are not to apply on the articles specified above in L. C. L. quantities, when
in 10 pounds each, or in bundles weighing less than 10 pounds per bundle. Such shipments will be subject to rating of Classification and
the Special Iron List rates are those specifically mentioned above and shipped as herein provided, and such articles will not be taken at
the same are not packed or put up for shipment as specifically provided herein.
specify in their shipping orders the number of pieces and packages in less than carload shipments of Iron and Steel Articles.

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—CONTINUED.

Commodity Rate Table No. 1.

DISTANCES.	In cents per 100 pounds.										Per ton 2,240 lbs.	Per cord 128 cu. ft.	Per 1,000 bricks.	Per ton 2,000 pounds.						
	AA	BB	CC	DD	E						I	KK	LL	MM	N					
5 miles and under	3	3	5	6	5	3	3	5	6	13	2	80	75	50	35	35	35	35	25	60
10 and over 5 miles	3	3	5	7	5	3	4	6	8	13	2	80	80	80	35	35	35	35	25	60
15 and over 10 miles	4	4	6	8	5	3	4	7	8	2	3	90	85	90	54	45	54	45	30	70
20 and over 15 miles	4	4	6	8	5	3	4	7	8	2	3	90	90	90	70	50	70	50	30	70
25 and over 20 miles	5	5	7	9	5	4	5	8	10	2	3	1 00	95	1 00	75	55	75	60	35	80
30 and over 25 miles	5	5	7	9	5	4	5	8	10	2	3	1 00	1 00	1 00	85	60	1 02	82	35	80
35 and over 30 miles	5	5	8	10	5	5	5	8	11	2	3	1 10	1 05	1 20	95	65	1 14	91	40	90
40 and over 35 miles	5	5	8	10	5	5	5	8	11	2	3	1 10	1 10	1 20	1 05	70	1 25	1 01	40	90
45 and over 40 miles	6	6	8	11	6	5	6	9	12	3	3	1 15	1 15	1 40	1 15	75	1 35	1 10	45	1 00
50 and over 45 miles	6	6	8	11	6	5	6	9	12	3	3	1 15	1 20	1 40	1 15	75	1 35	1 10	45	1 00
55 and over 50 miles	6	6	9	12	6	5	6	9	12	3	4	1 20	1 25	1 60	1 25	80	1 50	1 20	50	1 10
60 and over 55 miles	6	6	9	12	6	5	6	9	12	3	4	1 20	1 30	1 60	1 25	80	1 50	1 20	50	1 10
65 and over 60 miles	7	7	9	13	6	6	7	10	14	3	5	1 25	1 30	1 70	1 35	85	1 62	1 30	55	1 20
70 and over 65 miles	7	7	9	13	6	6	7	10	14	3	5	1 25	1 35	1 70	1 35	85	1 62	1 30	55	1 20
75 and over 70 miles	7	7	10	14	6	6	7	10	15	4	5	1 30	1 35	1 80	1 45	95	1 74	1 39	60	1 25
80 and over 75 miles	7	7	10	14	6	6	7	10	15	4	5	1 30	1 40	1 80	1 45	95	1 74	1 39	60	1 25
85 and over 80 miles	8	8	10	14	7	7	8	11	16	4	5	1 35	1 40	1 90	1 55	1 00	1 86	1 49	65	1 30
90 and over 85 miles	8	8	10	14	7	7	8	11	16	4	5	1 35	1 40	1 90	1 55	1 00	1 86	1 49	65	1 30
95 and over 90 miles	8	8	11	15	8	7	8	11	17	4	6	1 40	1 40	2 00	1 65	1 05	1 98	1 58	70	1 35
100 and over 95 miles	8	8	11	15	8	7	8	11	17	4	6	1 40	1 40	2 00	1 65	1 05	1 98	1 58	70	1 35
105 and over 100 miles	9	9	11	15	9	7	9	12	18	4	6	1 45	1 50	2 10	1 70	1 10	2 04	1 63	75	1 40
110 and over 105 miles	9	9	12	16	9	7	9	12	19	4	6	1 50	1 50	2 20	1 75	1 15	2 10	1 68	75	1 45
115 and over 110 miles	10	10	12	16	9	9	10	13	20	5	7	1 55	1 50	2 30	1 80	1 20	2 15	1 73	80	1 50
120 and over 120 miles	10	10	13	17	10	9	10	13	21	5	7	1 60	1 50	2 40	1 85	1 25	2 22	1 78	80	1 55
125 and over 125 miles	11	11	13	17	11	10	11	14	22	5	7	1 65	1 50	2 50	1 90	1 30	2 28	1 82	85	1 60
130 and over 130 miles	11	11	14	18	11	10	11	14	23	5	8	1 70	1 60	2 55	1 95	1 35	2 34	1 87	85	1 65
135 and over 135 miles	12	12	14	18	11	11	11	14	24	5	8	1 75	1 60	2 60	2 00	1 40	2 40	1 92	90	1 70
140 and over 140 miles	12	12	15	19	11	11	11	14	25	5	8	1 80	1 60	2 65	2 05	1 45	2 46	1 97	90	1 75
145 and over 145 miles	12	13	15	19	12	12	11	14	26	5	9	1 85	1 60	2 70	2 10	1 50	2 52	2 02	95	1 80
150 and over 150 miles	13	13	15	19	12	12	11	14	27	5	9	1 85	1 60	2 75	2 15	1 50	2 58	2 06	95	1 85
155 and over 155 miles	13	14	15	19	12	12	12	15	28	6	10	1 90	1 70	2 85	2 20	1 50	2 64	2 11	1 00	1 85
160 and over 160 miles	13	14	16	20	12	12	12	15	29	6	10	1 90	1 70	2 90	2 20	1 50	2 64	2 11	1 00	1 90
165 and over 165 miles	13	14	16	20	12	12	12	15	29	6	10	1 95	1 70	3 00	2 30	1 50	2 76	2 21	1 05	1 95
170 and over 170 miles	13	14	16	20	13	12	12	15	29	6	10	1 95	1 70	3 10	2 40	1 50	2 83	2 30	1 05	2 00
175 and over 175 miles	13	14	16	20	13	12	12	15	29	6	10	2 00	1 70	3 20	2 50	1 50	3 00	2 40	1 10	2 05
180 and over 180 miles	13	15	16	20	13	12	12	15	30	6	10	2 00	1 80	3 30	2 60	1 50	3 12	2 50	1 10	2 10
185 and over 185 miles	13	15	16	20	13	13	12	15	30	7	10	2 05	1 80	3 40	2 70	1 50	3 24	2 59	1 15	2 15
190 and over 190 miles	13	15	16	20	13	13	12	15	30	7	11	2 05	1 80	3 50	2 80	1 50	3 36	2 69	1 15	2 20
195 and over 195 miles	13	15	16	20	14	13	12	15	30	7	11	2 10	1 80	3 70	2 90	1 50	3 48	2 78	1 20	2 25
200 and over 200 miles	13	15	16	20	14	13	12	15	30	7	11	2 10	1 80	3 70	2 90	1 50	3 48	2 78	1 20	2 30
205 and over 205 miles	14	15	16	20	14	13	12	15	30	7	11	2 15	---	3 80	3 00	1 50	3 60	2 88	1 25	2 35
210 and over 210 miles	14	15	16	20	14	13	12	15	30	7	12	2 15	---	3 90	3 00	1 50	3 60	2 88	1 25	2 40
215 and over 215 miles	14	15	16	20	14	13	12	15	30	7	12	2 20	---	4 00	3 10	1 50	3 72	2 98	1 25	2 45
220 and over 220 miles	14	15	16	20	14	13	12	15	30	7	12	2 20	---	4 10	3 10	1 50	3 72	2 98	1 25	2 50
225 and over 225 miles	14	15	16	20	14	13	12	15	30	7	13	2 25	---	4 20	3 20	1 50	3 84	3 07	1 30	2 55
230 and over 230 miles	14	16	16	20	14	14	12	15	30	7	13	2 30	---	4 30	3 20	1 50	3 84	3 07	1 30	2 60
235 and over 235 miles	14	16	16	20	15	14	12	15	30	8	13	2 35	---	4 40	3 30	1 60	3 96	3 17	1 30	2 65
240 and over 240 miles	14	16	16	20	15	14	12	15	30	8	14	2 40	---	4 50	3 30	1 60	3 96	3 17	1 30	2 70
245 and over 245 miles	14	16	16	20	15	14	12	15	30	8	14	2 45	---	4 60	3 40	1 60	4 08	3 26	1 35	2 75
250 and over 250 miles	14	16	16	20	15	14	12	15	30	8	14	2 50	---	4 70	3 40	1 60	4 08	3 26	1 35	2 80
255 and over 255 miles	14	16	16	20	15	15	12	15	30	8	14	2 50	---	4 80	3 50	1 60	4 20	3 36	1 35	2 85
260 and over 260 miles	14	16	16	20	15	15	12	15	30	8	15	2 50	---	4 90	3 50	1 60	4 20	3 36	1 35	2 90
265 and over 265 miles	14	16	16	20	15	15	12	15	30	8	15	2 50	---	5 00	3 50	1 60	4 20	3 36	1 40	2 95
270 and over 270 miles	14	16	16	20	15	15	12	15	30	8	15	2 50	---	5 10	3 50	1 60	4 20	3 36	1 40	3 00
275 and over 275 miles	14	16	16	20	16	15	12	15	30	8	15	2 50	---	5 20	3 50	1 60	4 20	3 36	1 40	3 05

THE VIRGINIAN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

Commodity Rate Table No. 2.

SECTION A.

STICK BARK, CARLOADS.

(For tanning, grinding or manufacturing purposes, the product to be shipped over The Virginian Railway).

Cars inside length 35 feet and over.....Minimum weight 24,000 pounds.
Cars inside length less than 35 feet.....Minimum weight 20,000 pounds.

(Rates on Stick Bark, the product of which is not to be shipped over The Virginian Railway, will be in accordance with Section B, below).

DISTANCES.	Per ton 2,000 pounds.	DISTANCES.	Per ton 2,000 pounds.
10 miles and under.....	\$ 60	140 and over 130 miles.....	\$ 1 60
20 and over 10 miles.....	70	160 and over 140 miles.....	1 65
30 and over 20 miles.....	75	180 and over 160 miles.....	1 70
40 and over 30 miles.....	80	200 and over 180 miles.....	1 75
50 and over 40 miles.....	85	220 and over 200 miles.....	1 80
60 and over 50 miles.....	90	240 and over 220 miles.....	1 85
70 and over 60 miles.....	95	260 and over 240 miles.....	1 90
80 and over 70 miles.....	1 00	280 and over 260 miles.....	1 95
90 and over 80 miles.....	1 10	300 and over 280 miles.....	2 00
100 and over 90 miles.....	1 20	320 and over 300 miles.....	2 05
110 and over 100 miles.....	1 30	340 and over 320 miles.....	2 10
120 and over 110 miles.....	1 40	360 and over 340 miles.....	2 15
130 and over 120 miles.....	1 50		

SECTION B.

STICK TAN BARK, CARLOADS.

Cars inside length 35 feet and over.....Minimum weight 24,000 pounds.
Cars inside length less than 35 feet.....Minimum weight 20,000 pounds.

(Rates on Stick Bark, product from which is to be shipped over The Virginian Railway, will be in accordance with Section A, above.)

DISTANCES.	Per ton 2,000 pounds.	DISTANCES.	Per ton 2,000 pounds.
10 miles and under.....	\$ 72	140 and over 130 miles.....	\$ 1 92
20 and over 10 miles.....	84	160 and over 140 miles.....	1 98
30 and over 20 miles.....	90	180 and over 160 miles.....	2 04
40 and over 30 miles.....	96	200 and over 180 miles.....	2 10
50 and over 40 miles.....	1 02	220 and over 200 miles.....	2 16
60 and over 50 miles.....	1 08	240 and over 220 miles.....	2 22
70 and over 60 miles.....	1 14	260 and over 240 miles.....	2 28
80 and over 70 miles.....	1 20	280 and over 260 miles.....	2 34
90 and over 80 miles.....	1 32	300 and over 280 miles.....	2 40
100 and over 90 miles.....	1 44	320 and over 300 miles.....	2 46
110 and over 100 miles.....	1 56	340 and over 320 miles.....	2 52
120 and over 110 miles.....	1 68	360 and over 340 miles.....	2 58
130 and over 120 miles.....	1 80		

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 3.

COAL, CARLOADS.

Minimum weights: On Anthracite, 30,000 pounds; on Bituminous, 40,000 pounds.

Per ton 2,000 pounds.

DISTANCES.	Rate	DISTANCES.	Rate
10 miles and under.....	\$ 55	180 and over 170 miles.....	\$1 85
15 and over 10 miles.....	60	190 and over 180 miles.....	1 85
20 and over 15 miles.....	75	200 and over 190 miles.....	1 90
30 and over 20 miles.....	95	210 and over 200 miles.....	1 90
40 and over 30 miles.....	1 10	220 and over 210 miles.....	1 95
50 and over 40 miles.....	1 25	230 and over 220 miles.....	1 95
60 and over 50 miles.....	1 35	240 and over 230 miles.....	1 95
70 and over 60 miles.....	1 45	250 and over 240 miles.....	1 95
80 and over 70 miles.....	1 50	260 and over 250 miles.....	2 00
90 and over 80 miles.....	1 55	270 and over 260 miles.....	2 00
100 and over 90 miles.....	1 60	280 and over 270 miles.....	2 05
110 and over 100 miles.....	1 60	290 and over 280 miles.....	2 10
120 and over 110 miles.....	1 65	300 and over 290 miles.....	2 10
130 and over 120 miles.....	1 65	310 and over 300 miles.....	2 15
140 and over 130 miles.....	1 70	320 and over 310 miles.....	2 15
150 and over 140 miles.....	1 75	330 and over 320 miles.....	2 15
160 and over 150 miles.....	1 75	340 and over 330 miles.....	2 15
170 and over 160 miles.....	1 80	350 and over 340 miles.....	2 20

Commodity Rate Table No. 4.

COKE, CARLOADS, MINIMUM WEIGHT 30,000 POUNDS.

DISTANCES.	Rate per ton of 2,000 lbs.	DISTANCES.	Rate per ton of 2,000 lbs.
10 miles and under.....	\$ 60	180 and over 170 miles.....	\$2 05
15 and over 10 miles.....	65	190 and over 180 miles.....	2 05
20 and over 15 miles.....	1 05	200 and over 190 miles.....	2 10
30 and over 20 miles.....	1 20	210 and over 200 miles.....	2 10
40 and over 30 miles.....	1 30	220 and over 210 miles.....	2 15
50 and over 40 miles.....	1 40	230 and over 220 miles.....	2 15
60 and over 50 miles.....	1 50	240 and over 230 miles.....	2 20
70 and over 60 miles.....	1 60	250 and over 240 miles.....	2 20
80 and over 70 miles.....	1 70	260 and over 250 miles.....	2 25
90 and over 80 miles.....	1 75	270 and over 260 miles.....	2 25
100 and over 90 miles.....	1 80	280 and over 270 miles.....	2 30
110 and over 100 miles.....	1 80	290 and over 280 miles.....	2 35
120 and over 110 miles.....	1 85	300 and over 290 miles.....	2 35
130 and over 120 miles.....	1 85	310 and over 300 miles.....	2 40
140 and over 130 miles.....	1 90	320 and over 310 miles.....	2 40
150 and over 140 miles.....	1 95	330 and over 320 miles.....	2 40
160 and over 150 miles.....	1 95	340 and over 330 miles.....	2 40
170 and over 160 miles.....	2 00		

**THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.**

Commodity Rate Table No. 5.

**LIMESTONE, GROUND, FOR ACID SOIL TREATMENT, CARLOAD
MINIMUM WEIGHT 60,000 POUNDS.**

DISTANCES.	Rates per ton 2,000 pounds.	DISTANCES.	Rates per ton 2,000 pounds.
10 miles and under.....	\$ 30	215 and over 210 miles.....	\$ 1 07½
20 and over 10 miles.....	30	220 and over 215 miles.....	1 10
30 and over 20 miles.....	30	225 and over 220 miles.....	1 12½
40 and over 30 miles.....	35	230 and over 225 miles.....	1 15
50 and over 40 miles.....	40	235 and over 230 miles.....	1 17½
60 and over 50 miles.....	45	240 and over 235 miles.....	1 20
70 and over 60 miles.....	47	245 and over 240 miles.....	1 22½
80 and over 70 miles.....	50	250 and over 245 miles.....	1 25
90 and over 80 miles.....	54	255 and over 250 miles.....	1 27½
100 and over 90 miles.....	60	260 and over 255 miles.....	1 30
110 and over 100 miles.....	66	265 and over 260 miles.....	1 32½
120 and over 110 miles.....	72	270 and over 265 miles.....	1 35
130 and over 120 miles.....	78	275 and over 270 miles.....	1 37½
140 and over 130 miles.....	85	280 and over 275 miles.....	1 40
150 and over 140 miles.....	87½	285 and over 280 miles.....	1 42½
160 and over 150 miles.....	90	290 and over 285 miles.....	1 45
170 and over 160 miles.....	92½	295 and over 290 miles.....	1 47½
180 and over 170 miles.....	95	300 and over 295 miles.....	1 50
190 and over 180 miles.....	97½	310 and over 300 miles.....	1 50
200 and over 190 miles.....	1 00	320 and over 310 miles.....	1 50
205 and over 200 miles.....	1 02½	330 and over 320 miles.....	1 50
210 and over 205 miles.....	1 05		

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 6.

LIVE STOCK—CARLOADS.

DISTANCES.	RATES PER CAR REGARDLESS OF WEIGHT.					
	Horses and Mules.	Cattle.	Calves and Sheep		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
10 miles and under.....	\$ 16 00	\$ 14 00	\$ 9 80	\$ 12 60	\$ 11 20	\$ 15 40
20 and over 10 miles.....	20 00	16 00	11 20	14 40	12 80	17 60
30 and over 20 miles.....	22 00	18 00	12 60	16 20	14 40	19 80
40 and over 30 miles.....	24 00	20 00	14 00	18 00	16 00	22 00
50 and over 40 miles.....	26 00	22 00	15 40	19 80	17 60	24 20
60 and over 50 miles.....	28 00	24 00	16 80	21 60	19 20	26 40
70 and over 60 miles.....	30 00	26 00	18 20	23 40	20 80	28 60
80 and over 70 miles.....	32 00	27 00	18 90	24 30	21 60	29 70
90 and over 80 miles.....	34 00	28 00	19 60	25 20	22 40	30 80
100 and over 90 miles.....	36 00	29 00	20 30	26 10	23 20	31 90
110 and over 100 miles.....	38 00	30 00	21 00	27 00	24 00	33 00
120 and over 110 miles.....	40 00	31 00	21 70	27 90	24 80	34 10
130 and over 120 miles.....	42 00	32 00	22 40	28 80	25 60	35 20
140 and over 130 miles.....	43 00	33 00	23 10	29 70	26 40	36 30
150 and over 140 miles.....	44 00	34 00	23 80	30 60	27 20	37 40
160 and over 150 miles.....	45 00	35 00	24 50	31 50	28 00	38 50
170 and over 160 miles.....	46 00	36 00	25 20	32 40	28 80	39 50
180 and over 170 miles.....	47 00	37 00	25 90	33 30	29 60	40 70
190 and over 180 miles.....	48 00	38 00	26 60	34 20	30 40	41 80
200 and over 190 miles.....	48 00	38 00	26 60	34 20	30 40	41 80
210 and over 200 miles.....	50 00	40 00	28 00	36 00	32 00	44 00
220 and over 210 miles.....	51 00	41 00	28 70	36 90	32 80	45 10
230 and over 220 miles.....	52 00	42 00	29 40	37 80	33 60	46 20
240 and over 230 miles.....	54 00	44 00	30 80	39 60	35 20	48 40
250 and over 240 miles.....	56 00	46 00	32 20	41 40	36 80	50 60
260 and over 250 miles.....	58 00	48 00	33 60	43 20	38 40	52 80
261 miles and over	60 00	50 00	35 00	45 00	40 00	55 00

Rates on mixed carloads of Live Stock:

Cattle and Calves, in partially double-deck cars, 10 per cent. higher than Cattle.

Cattle and Sheep, in partially double-deck cars (sheep to be separated from cattle by partition), 10 per cent. higher than Cattle.

Cattle and Hogs, Sheep or Calves, in single-deck cars (hogs or sheep to be separated from cattle by partition), same as Cattle.

Cattle and Hogs, in partially double-deck cars (hogs to be separated from cattle by partition), same as Hogs, double-deck.

Horses and Cattle (horses to be separated from cattle by partition), same as Horses.

Horses and Hogs or Sheep, in single-deck or partially double-deck cars (hogs or sheep to be separated from horses by partition), same as Horses.

Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves (hogs to be separated from sheep and calves by partition), same as Hogs.

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 7.

LUMBER, VIRGINIA PINE IN THE ROUGH, CARLOAD,
MINIMUM WEIGHT 34,000 POUNDS.

Applicable between Stations Norfolk to Altavista, inclusive, including
points on Sewalls Point Branch.

DISTANCES.	Rates in cents per 100 pounds.
10 miles and under.....	3
20 and over 10 miles.....	3½
30 and over 20 miles.....	4
40 and over 30 miles.....	4½
50 and over 40 miles.....	5
60 and over 50 miles.....	5½
70 and over 60 miles.....	6
80 and over 70 miles.....	6½
90 and over 80 miles.....	7
100 and over 90 miles.....	7½
120 and over 100 miles.....	8
140 and over 120 miles.....	8½
160 and over 140 miles.....	9
180 and over 160 miles.....	9½
210 and over 180 miles.....	10

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 8.

BILLETS, LOGS AND ROUGH LUMBER, CARLOADS, 40,000
POUNDS MINIMUM.

(To be sawed or worked into finished stock for re-shipment over The
Virginian Railway.)

Applicable between stations, Norfolk to Altavista, inclusive (see Rules
below).

IN CENTS PER HUNDRED POUNDS.

DISTANCES.	Rate.	DISTANCES.	Rate.
10 miles and under.....	2	110 and over 100 miles.....	4½
20 and over 10 miles.....	2¼	120 and over 110 miles.....	4¾
30 and over 20 miles.....	2½	130 and over 120 miles.....	5
40 and over 30 miles.....	2¾	140 and over 130 miles.....	5½
50 and over 40 miles.....	3	150 and over 140 miles.....	5¾
60 and over 50 miles.....	3¼	160 and over 150 miles.....	5¾
70 and over 60 miles.....	3½	170 and over 160 miles.....	6
80 and over 70 miles.....	3¾	180 and over 170 miles.....	6¼
90 and over 80 miles.....	4	190 and over 180 miles.....	6½
100 and over 90 miles.....	4¼	200 and over 190 miles.....	6¾

RULES.

1. Agent at shipping point must not insert these rates in bills of lading nor on waybills, but must
waybill the shipments at regular tariff rates.

2. Rates named herein will not apply on shipments destined to points located on connecting
lines beyond switching limits of the junction point with those lines. Where the raw material is con-
signed to a plant or industry located at a point on a connecting line within switching limits, the switch-
ing charge of that line will be in addition to the rates shown in this tariff; also where the material
originates at a point on a connecting line within switching limits destined to a point on The Virginian
Railway, switching charge of the connecting line will be in addition to these rates. Plants or indus-
tries located on the Norfolk & Portsmouth Belt Line Railroad will be accorded Norfolk rates.

3. Within twelve months after date of shipment of the finished stock or manufactured pro-
duct, the miller or manufacturer must surrender to the agent at milling or manufacturing point the
original paid freight bills covering shipments of raw material, together with statement of shipments
of finished stock or product, showing dates of same and points of destination.

4. Agent at milling or manufacturing point will then attach copy of billing covering shipments of
finished stock or product from his station to points of destination and forward all papers to the Gen-
eral Claim Agent at Norfolk, Va.

5. The General Claim Agent will then refund to the miller or manufacturer the difference between:

The local rate charged to the } and } the raw material rate shown herein,
milling or manufacturing point. } on basis of the inbound weight.

provided a formal declaration (or affidavit when required) is made by claimant that the outbound
weight represents a fair and just equivalent of the inbound weight after making due allowance for wast-
age or refuse occurring in the milling or manufacturing process.

6. Twelve months' time from date of original expense bill will be allowed for milling or manu-
facturing.

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 9.

BILLETS, LOGS AND ROUGH LUMBER, CARLOADS, 40,000 POUNDS
MINIMUM.

(To be sawed or worked into finished stock for re-shipment over The
Virginian Railway.)

Applicable between stations west of Altavista (Leesville to Glen Lyn, inclusive):
Also between any station west of Altavista } and { Any station Altavista and east thereof, to
(Leesville to Glen Lyn, inclusive). } and including Norfolk.
(Subject to Rules shown below.)
IN CENTS PER 100 POUNDS.

DISTANCES.	Billets and Logs	Rough Lumber.	DISTANCES.	Billets and Logs.	Rough Lu.
10 miles and under	2	2½	170 and over 160 miles	7	8½
20 and over 10 miles	2½	3	180 and over 170 miles	7½	9
30 and over 20 miles	3	3½	190 and over 180 miles	7½	9
40 and over 30 miles	3½	4	200 and over 190 miles	8	9½
50 and over 40 miles	4	5	210 and over 200 miles	8	9½
60 and over 50 miles	4½	5½	220 and over 210 miles	8½	10
70 and over 60 miles	4½	5½	230 and over 220 miles	8½	10
80 and over 70 miles	5	6	240 and over 230 miles	9	11
90 and over 80 miles	5	6	250 and over 240 miles	9	11
100 and over 90 miles	5½	6½	260 and over 250 miles	9½	11½
110 and over 100 miles	5½	6½	270 and over 260 miles	10	12
120 and ove. 110 miles	6	7	280 and over 270 miles	10	12
130 and over 120 miles	6	7	290 and over 280 miles	10½	12½
140 and over 130 miles	6½	8	300 and over 290 miles	10½	12½
150 and over 140 miles	6½	8	301 miles and over	10½	12½
160 and over 150 miles	7	8½			

RULES.

1. Agent at shipping point must not insert these rates in bills of lading nor on waybills, but must waybill the shipments at regular tariff rates.
2. Rates named herein will not apply on shipments destined to points located on connecting lines beyond switching limits of the junction point with those lines. Where the raw material is consigned to a plant or industry located at a point on a connecting line within switching limits, the switching charge of that line will be in addition to the rates shown in this tariff; also where the material originates at a point on a connecting line within switching limits destined to a point on The Virginian Railway, switching charge of the connecting line will be in addition to these rates. Plants or industries located on the Norfolk & Portsmouth Belt Line Railroad will be accorded Norfolk rates.
3. Within twelve months after date of shipment of the finished stock or manufactured product, the miller or manufacturer must surrender to the agent at milling or manufacturing point the original paid freight bills covering shipments of raw material, together with statement of shipments of finished stock or product, showing dates of same and points of destination.
4. Agent at milling or manufacturing point will then attach copy of billing covering shipments of finished stock or product from his station to points of destination and forward all papers to the General Claim Agent at Norfolk, Va.
5. The General Claim Agent will then refund to the miller or manufacturer the difference between:
The local rate charged to the } and { the raw material rate shown herein,
milling or manufacturing point } on basis of the inbound weight,
provided a formal declaration (or affidavit when required) is made by claimant that the outbound weight represents a fair and just equivalent of the inbound weight after making due allowance for wastage or refuse occurring in the milling or manufacturing process.
6. Twelve months' time from date of original expense bill will be allowed for milling or manufacturing

THE VIRGINIAN RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

Commodity Rate Table No. 10.

WOOD, CHESTNUT, CARLOAD.

Cars inside or platform length	Carload Minimum.
Under 34 feet.....	11 cords.
34 feet and not over 35 feet.....	12 cords.
Over 35 feet and not over 35 feet, 6 inches.....	13 cords.
Over 35 feet, 6 inches, and not over 36 feet.....	14 cords.
Over 36 feet.....	15 cords.

When a car taking a certain minimum is ordered for loading, and the railway company for its own convenience furnishes a car taking a greater minimum, the minimum applicable to car ordered will be charged for; unless the quantity loaded is greater than the minimum for car ordered, in which event charge will be made for the actual number of cords loaded in or on car.

DISTANCES.	Rate per cord of 128 cubic ft.	DISTANCES.	Rate per cord of 128 cubic ft.
5 miles and under.....	\$.65	100 and over 90 miles.....	\$ 1.55
10 and over 5 miles.....	.70	120 and over 100 miles.....	1.70
20 and over 10 miles.....	.80	150 and over 120 miles.....	1.80
30 and over 20 miles.....	.90	175 and over 150 miles.....	1.90
40 and over 30 miles.....	1.00	200 and over 175 miles.....	2.05
50 and over 40 miles.....	1.10	230 and over 200 miles.....	2.15
60 and over 50 miles.....	1.15	260 and over 230 miles.....	2.20
70 and over 60 miles.....	1.20	300 and over 260 miles.....	2.30
80 and over 70 miles.....	1.30	350 and over 300 miles.....	2.40
90 and over 80 miles.....	1.45		

Commodity Rate Table No. 11.

WOOD, PULP, VIZ.: ASH, CUCUMBER, GUM, LYNN, MAPLE, POP-
LAR AND WILLOW, CARLOAD, MINIMUM WEIGHT
34,000 POUNDS.

DISTANCES.	Rates per ton of 2,000 pounds	DISTANCES.	Rates per ton of 2,000 pounds
20 miles and under.....	\$.60	100 and over 80 miles.....	\$ 1.10
30 and over 20 miles.....	.70	150 and over 100 miles.....	1.20
40 and over 30 miles.....	.70	200 and over 150 miles.....	1.30
60 and over 40 miles.....	.85	250 and over 200 miles.....	1.45
80 and over 60 miles.....	.95	300 and over 250 miles.....	1.55
		350 and over 300 miles.....	1.70

VIRGINIA-CAROLINA RAILWAY COMPANY—COMMODITY RATES—
CONTINUED.

LIVE STOCK, CARLOAD (see Note).

DISTANCES.	LIVE STOCK, PER CARLOAD.					
	Horses and Mules.	Cattle.	Calves and Sheep.		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
5 miles and under	\$10 00	\$ 9 00	\$ 7 00	\$ 9 00	\$ 8 00	\$10 00
10 and over 5 miles	12 50	11 00	10 00	12 00	11 00	13 00
15 and over 10 miles	15 00	14 00	12 00	14 00	13 00	16 00
20 and over 15 miles	18 00	15 00	13 00	16 00	15 00	18 00
25 and over 20 miles	20 00	18 00	16 00	20 00	18 00	21 00
30 and over 25 miles	25 00	23 00	20 00	22 00	21 00	25 00
35 and over 30 miles	30 00	28 00	24 00	24 00	24 00	29 00

NOTE.—Carload minimum weights:

Sheep, Lambs and Calves.	{ Single deck	14,000 pounds
	{ Double deck	18,000 "
Hogs.	{ Single deck	16,000 "
	{ Double deck	22,000 "
Cattle		20,000 "
Cattle and Calves	{ Partially double deck	22,000 "
	{ All other carload shipments	20,000 "

The rates on mixed cars of live stock (properly partitioned or decked) are as follows:

Cattle and Calves in partly double-decked cars, 10 per cent. higher than rate on Cattle.
 Cattle and Sheep in partly double-decked cars, 10 per cent. higher than rate on Cattle.
 Cattle with Hogs, Sheep or Calves, in single-decked cars, same as Cattle.
 Cattle and Hogs in partly double-decked cars, same as Hogs, double-decked.
 Horses and Cattle, same as Horses.
 Horses and Hogs or Sheep, same as Horses.
 Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves, same as Hogs.

VIRGINIA-SOUTHERN RAILROAD COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

Governed by Virginia Classification.
 The minimum charge for V.-S. R. R. on shipments to or from Marion and Rye Valley Railway is 10 cents.

VIRGINIA-SOUTHERN RAILROAD COMPANY—CONTINUED.

COMMODITY RATES.

LIVE STOCK. CARLOAD.

DISTANCES.	RATES PER CAR, REGARDLESS OF WEIGHT.					
	Horses and Mules.	Cattle.	Calves and Sheep.		Hogs.	
			Single deck cars.	Double deck cars.	Single deck cars.	Double deck cars.
10 miles and under.....	\$ 16 00	\$ 14 00	\$ 9 80	\$ 12 60	\$ 11 20	\$ 15 40
Over 10 miles.....	20 00	16 00	11 20	14 40	12 80	17 60

The rates on mixed cars of stock (properly partitioned or decked) are as follows:
Cattle and Calves in partly double-decked cars, 10 per cent. higher than rate on Cattle.
Cattle and Sheep in partly double-decked cars, 10 per cent. higher than rate on Cattle.
Cattle with Hogs, Sheep or Calves, in single-decked cars, same as Cattle.
Cattle and Hogs in partly double-decked cars, same as Hogs, double-decked.
Horses and Cattle, same as Horses.
Horses and Hogs or Sheep, same as Horses.
Hogs and Calves, or Hogs and Sheep, or Hogs, Sheep and Calves, same as Hogs.

RATES IN CENTS PER 100 POUNDS UNLESS OTHERWISE SHOWN.

ARTICLES.	Distances 5 miles and under	Distances 20 miles and over 5 miles.
Agricultural Machinery and Implements, C. L. 24,000 pounds minimum.....	6	6
Bark, stick, tan, C. L. 20,000 pounds minimum, per ton of 2,000 pounds.....	75	\$1 00
Billets, wood; Bolts, wood; Logs, unbarked; Small Timbers; C. L. 40,000 pounds minimum, per car of 40,000 pounds.....	\$5 00	5 00
Brick, common, C. L., minima as follows (see Note below), per 1,000 brick:		
Cars of—		
Capacity 60,000 pounds or less.....	50	90
Capacity 80,000 and over 60,000 pounds.....		
Capacity 100,000 and over 80,000 pounds.....		
NOTE.—When a car of certain capacity is ordered for loading and the railroad company, for its own convenience, furnishes a car of greater capacity, the carload minimum applicable to car of capacity ordered will be charged for, unless the number of brick loaded is greater than the prescribed carload minimum for car ordered, in which event charge will be made for actual number of brick loaded in car.....		
Brick, fire; Clay; Cement; Cement Blocks; C. L. 30,000 pounds minimum.....	2½	5
Canned Goods, C. L. 24,000 pounds minimum.....	2½	5
Cement, C. L.; see Brick, fire, etc.		
Clay, C. L.; see Brick, fire, etc.		
Coal and Coke, C. L. 30,000 pounds minimum, per ton of 2,000 pounds.....	20	20
Eggs, C. L. 20,000 pounds minimum.....	2½	5
Feed, C. L.; see Grain and Grain Products.....		
Fertilizers, viz.: Ashes, Bone Dust, Lime, agricultural; Plaster, land; Tankage; and Guano; C. L. 24,000 pounds, minimum, per ton of 2,000 pounds.....	35	70
Flour, C. L.; see Grain and Grain Products.	85	85
Fodder, C. L.; see Hay, etc.		

**VIRGINIA-SOUTHERN RAILROAD COMPANY—COMMODITY
RATES—CONTINUED.**

RATES IN CENTS PER 100 POUNDS UNLESS OTHERWISE SHOWN.

ARTICLES.	Distances 5 miles and under.	Distances 20 miles and over 5 miles.
Fruit, dried, C. L. 30,000 pounds minimum.....	6	6
Grain and Grain Products, viz.:		
Corn Meal, Feed, Flour, Grits, Hominy and Mill Offal, C. L. 30,000 pounds minimum.....	2½	5
Handles and Hubs, in the white, C. L. 24,000 pounds minimum.....	2	2
Hay, Straw, Shucks and Fodder, pressed in bales, C. L. 20,000 pounds minimum.....	4	7
Hominy, C. L.; see Grain and Grain Products.		
Hubs, in the white, C. L.; see Handles.		
Ice, C. L. 24,000 pounds minimum, per ton 2,000 pounds.....	35	70
Iron and Steel Articles, C. L. 24,000 pounds minimum, viz.:		
Bar Iron, Bolts, Castings, Chain, Nails, Pipe, Roofing, Scrap Iron, Spikes and Wire, also Wire Fencing.....	2½	5
Lime, agricultural, C. L.; see Fertilizers.		
Limestone, ground, for agricultural purposes, C. L. 60,000 pounds minimum, per ton 2,000 pounds.....	35	35
Logs, unbarked, C. L.; see Billets.		
Logs, saw (to be sawed into lumber for reshipment over Virginia- Southern Railroad), C. L., regardless of weight, per car.....	\$ 2 50	\$ 2 50
Lumber and articles described below taking same rates (except Wood Bolts; Logs, unbarked and saw; Slabs, saw-mill; and Small Timbers, as shown in separate items), C. L. 34,000 pounds minimum, viz.:		
Barrel Shooks, Pickets, wooden, Stave Bolts,		
Box Shooks, Picture Backing, Staves and Heading,		
Box Stuff, Piles, Telegraph Cross-Arms,		
Cooperage Stock, Posts, Telegraph Poles,		
Heading Bolts, Pump Tubing, Ties, railroad, cross,		
Hoops, Slabs, Timber,		
Hoop Poles, Spoke Timber, in the Wooden Paving		
Hop Poles, rough, Blocks,		
Laths, Shingles		
Logs, Shooks,		
Oak, hemlock and spruce.....	1½	1½
Other kinds than oak, hemlock and spruce.....	2	2
Meal, corn; see Grain and Grain Products.		
Meal, cotton seed, C. L. 30,000 pounds minimum.....	2½	5
Mill Offal, C. L.; see Grain and Grain Products.		
Oil, C. L. 24,000 pounds minimum.....	2½	5
Ore, iron, C. L. 20 gross tons minimum, per gross ton of 2,240 pounds.	25	25
Ore, manganese, C. L. 20 gross tons minimum, per gross ton of 2,240 pounds.....	25	25
Pins, insulator, C. L. 34,000 pounds minimum.....	2	2
Pipe, sewer, C. L. 20,000 pounds minimum.....	2½	5
Poultry, C. L. 20,000 pounds minimum, viz.:		
Chickens and Turkeys.....	2½	5
Rails, steel, C. L. 24,000 pounds minimum.....	4	4
Salt, C. L. 20,000 pounds minimum.....	2½	5
Sand, C. L. 40,000 pounds minimum.....	1½	1½
Shucks, C. L.; see Hay, etc.		
Slabs, saw-mill, C. L. minimum as per Virginia Classification.....	2	2
Slate, roofing, C. L. 30,000 pounds minimum.....	2½	5
Straw, C. L.; see Hay, etc.		
Sugar, C. L. 24,000 pounds minimum.....	2½	5
Tile, drain, C. L. 20,000 pounds minimum.....	2½	5
Timbers, small, C. L.; see Billets.		
Vegetables, C. L. 24,000 pounds minimum, viz.:		
Cabbage and Potatoes.....	2½	5
Wood, extract and pulp, C. L. 30,000 pounds minimum, per car of 30,000 pounds.....	\$7 50	\$10 00
Wood, fire, C. L. 10 cords minimum, per cord of 128 cubic feet.....	50	75
Wood, fire, C. L. (applicable only on shipments loaded in empty hopper cars returning home), per car, regardless of weight.....	\$5 00	\$5 00

VIRGINIA AND SOUTHWESTERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 lbs.		Per ton of 2,000 pounds.		Per carload of 20,000 lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H		F	J	K	L	M	N	O	P
5 miles under	17	14	11	10	8	7	7	8	7	7	12	16	14	8	4	50	80	13 00	16 00	8 00
10 and over 5 miles	20	17	14	12	10	9	8	8	7	7	14	18	14	8	4½	60	90	15 00	17 00	9 00
15 and over 10 miles	23	21	18	15	13	11	10	11	10	10	16	20	20	14	4½	60	90	17 00	18 00	9 00
20 and over 15 miles	25	23	18	15	13	11	10	11	10	10	18	22	20	14	5	70	1 00	20 00	19 00	10 00
25 and over 20 miles	27	24	21	18	15	14	11	14	12	11	20	23	24	18	5½	70	1 10	23 00	20 00	11 00
30 and over 25 miles	30	28	21	18	15	14	11	14	13	11	21	24	25	18	6	80	1 20	24 00	22 00	12 00
35 and over 30 miles	32	31	25	21	18	14	13	14	14	13	23	26	28	20	6½	90	1 30	24 00	24 00	13 00
40 and over 35 miles	35	33	25	21	18	14	13	14	14	13	24	28	29	20	7	90	1 40	25 00	26 00	14 00
45 and over 40 miles	37	35	28	22	20	14	14	15	15	14	25	30	30	21	7½	1 00	1 50	25 00	26 00	15 00
50 and over 45 miles	40	37	28	22	20	14	14	15	15	14	26	31	31	21	8	1 10	1 60	27 00	27 00	16 00
55 and over 50 miles	42	39	31	25	21	15	15	17	17	15	27	32	34	22	8	1 10	1 60	27 00	27 00	16 00
60 and over 55 miles	44	39	31	25	21	15	15	17	17	15	28	33	34	22	8½	1 20	1 70	28 00	28 00	17 00
65 and over 60 miles	46	41	33	27	22	15	15	18	18	17	29	34	36	24	9	1 30	1 80	28 00	28 00	18 00
70 and over 65 miles	48	42	34	27	22	15	15	18	18	17	30	34	36	24	9	1 30	1 80	29 00	28 00	18 00
75 and over 70 miles	50	44	35	29	23	16	16	19	19	17	30	34	36	25	9½	1 40	1 90	29 00	28 00	19 00
80 and over 75 miles	52	46	36	30	24	16	16	19	19	18	31	35	37	25	10	1 50	2 00	30 00	29 00	20 00
85 and over 80 miles	54	48	37	31	25	17	17	20	19	18	31	35	37	26	10	1 60	2 10	31 00	30 00	21 00
90 and over 85 miles	56	50	38	32	26	18	18	21	20	19	32	36	38	27	11	1 70	2 10	32 00	31 00	22 00
95 and over 90 miles	58	53	40	34	28	20	20	22	20	19	34	37	38	27	11	1 80	2 20	33 00	32 00	23 00
100 and over 95 miles	60	55	42	35	29	21	20	23	21	20	36	38	40	29	12	1 90	2 30	34 00	33 00	24 00

Governed by Virginia Classification with Exception Sheet No. 8 thereto.

VIRGINIA AND SOUTHWESTERN RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

RATES IN CENTS PER 100 POUNDS, UNLESS OTHERWISE SHOWN.

DISTANCES.	Brick, common, C. L.; minimum 10,000 brick, per 1,000 brick.	Brick, paving, vitrified or pressed, C. L., min. 30,000 lbs.	Brick, terra cotta, C. L. min. 30,000 lbs.	Building Blocks, cement, or concrete, C. L., min. 30,000 lbs.	Grain, Hay, Straw, Shucks or Fodder, C. L. (see Note 1).	Grain, any quantity, when consigned to mills on V. & S. W. Ry. for grinding.	Iron—Special Iron Articles as per Virginia Classification, less than carload.	Live Stock, C. L. (see Note 2).	Lumber, C. L. min. 30,000 lbs. (see Note 3).	Melons and Bananas, straight or mixed, C. L.; min. 20,000 lbs., prepaid (see Note 4).	Poultry, live, and Eggs, straight or mixed, C. L.; minimum 16,000 lbs. (see Note 5).	Stone, rough, crushed or ground (other than ground or pulverized marble or limestone), C. L.; minimum 20 gross tons, per ton of 2,240 lbs.	Marble or Limestone, ground or pulverized, C. L.; minimum 60,000 lbs., per ton of 2,000 pounds.	Wood, cord and slab, for firewood, C. L., min. 30,000 lbs.
5 miles and under...	\$1 00	2½	5	8	6	5	7	5	3	5	10	20	30	2½
8 and over 5 miles...	1 00	3	6	3½	6½	5	7½	6	3½	5	10	20	30	3
10 and over 8 miles...	1 00	3	6	3½	6½	5	7½	6	3½	5	10	20	30	3
15 and over 10 miles...	1 00	3	7	4	7	6	9	7	4	5	12	30	30	3
20 and over 15 miles...	1 00	3½	7½	4	7½	6	11½	7½	4	5	12	40	30	3½
25 and over 20 miles...	1 00	3½	8	4½	8	6	12	8	4½	6	13	50	30	3½
30 and over 25 miles...	1 00	4	8½	5	8½	6	12	8½	4½	6	13	50	30	4
35 and over 30 miles...	1 00	4½	8½	5½	9	6	13	8½	5½	7	13½	60	35	4½
40 and over 35 miles...	1 00	4½	9	6	9	7	13	9	5½	7	13½	60	35	4½
45 and over 40 miles...	1 00	5	9½	6½	9½	7	13	9½	6	7½	14	70	40	5
50 and over 45 miles...	1 00	5½	10	7	9½	7	13½	10	6	7½	14	70	40	5½
55 and over 50 miles...	1 25	5½	10½	7½	10	7	13½	10½	6½	8	14	80	45	5½
60 and over 55 miles...	1 25	6	11	8	10	8	14	11	6½	8	14	80	45	6
65 and over 60 miles...	1 25	6½	11	8½	10½	8	14	11	7	8½	14½	90	47	6½
70 and over 65 miles...	1 25	6½	12	9	10½	8	15	12	7	8½	14½	90	47	6½
75 and over 70 miles...	1 25	7	12	10	11	8	16	12	7½	9	14½	95	50	7
80 and over 75 miles...	1 25	7½	13	11	11	9	16	13	8	9½	14½	95	50	7½
85 and over 80 miles...	1 25	8	13	11½	11½	9	17	13½	8	10	15	\$1 00	54	7½
90 and over 85 miles...	1 25	8½	14	12	11½	9	17	14	8½	10½	15	1 00	54	8
95 and over 90 miles...	1 25	8½	14	12½	12	9	18	14	8½	11	15	1 05	60	8
100 and over 95 miles...	1 25	9	14½	13	12	9	18	15	9	12	-----	1 05	60	8½

NOTE 1.—Grain, Hay, Straw, Shucks and Fodder, C. L., minimum weight as follows: Grain, straight or mixed with Hay, Straw, Shucks, or Fodder, 30,000 pounds. Hay, Straw, Shucks and Fodder, straight or mixed, 20,000 pounds.

NOTE 2.—Live stock, C. L., subject to following minimum weights: Horses, Mules and Cattle, 20,000 pounds; Hogs, single-deck, 16,000 pounds; Hogs, double-deck, 22,000 pounds; Sheep, single-deck, 14,000 pounds; Sheep, double-deck, 18,000 pounds.

NOTE 3.—Rates on Lumber will apply also on following articles, in straight or mixed carloads:

Bases,	Heading Blocks,	Sheeting,
Baseboards,	Hoops,	Siding,
Balusters,	Hoop Poles,	Stairwork, knocked down,
Carpenters' Moulding,	Joist Timbers,	unpainted,
Casing,	Laths,	Sills,
Ceiling,	Logs,	Staves,
Columns, not painted,	Lumber, rough or	Stave Bolts,
Cooperage Stock,	dressed.	Studding,
Cross Arms, telegraph or telephone,	Piles,	Ties, cross,
Flooring,	Poles,	Wainscoting,
Frames, knocked down, unpainted,	Posts,	Weatherboarding.
Framing,	Shingles,	
Heading,	Shooks,	

NOTE 4.—If shippers desire the privilege of peddling carload shipments of Melons, Bananas, Green Fruit and Green Vegetables in transit, between points governed by this Tariff, the following arrangement will apply.

The privilege of disposing of or selling en route will be granted, provided sales are made during the usual stoppage of trains, but under no circumstances is a train to be stopped for that purpose. In every case the car should continue in the train to final destination, and the man in charge of the shipment must sign a release, V. & S. W. Ry. Train Permit Form No. 190, indemnifying the company against loss or bodily injury to himself from any cause whatever while in charge of such shipment. The attendant must purchase a ticket from billing point to final destination of the car. The billing agent will note on waybill the number of said ticket and to what point, also number of Freight Train Permit.

NOTE 5.—Loading may be finished at intermediate stations without additional charge, at the rate from point of origin to final destination.

VIRGINIA AND SOUTHWESTERN RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

DISTANCES.

5 miles under.....
10 and over 5 miles.....
15 and over 10 miles.....
20 and over 15 miles.....
25 and over 20 miles.....
30 and over 25 miles.....
35 and over 30 miles.....
40 and over 35 miles.....
45 and over 40 miles.....
50 and over 45 miles.....
55 and over 50 miles.....
60 and over 55 miles.....
65 and over 60 miles.....
70 and over 65 miles.....
75 and over 70 miles.....
80 and over 75 miles.....
85 and over 80 miles.....
90 and over 85 miles.....
95 and over 90 miles.....
100 and over 95 miles.....

Governed by Virginia Classification with Exception Sheet No. 8 thereto.

VIRGINIA AND SOUTHWESTERN RAILWAY COMPANY—CONTINUED.

COMMODITY RATES.

RATES IN CENTS PER 100 POUNDS, UNLESS OTHERWISE SHOWN.

NOTE 1.—Grain, Hay, Straw, Shucks and Fodder, C. L., minimum weight as follows: Grain, straight or mixed with Hay, Straw, Shucks, or Fodder, 30,000 pounds. Hay, Straw, Shucks and Fodder, straight or mixed, 20,000 pounds.

NOTE 2.—Live stock, C. L., subject to following minimum weights: Horses, Mules and Cattle, 20,000 pounds; Hogs, single-deck, 16,000 pounds; Hogs, double-deck, 22,000 pounds; Sheep, single-deck, 14,000 pounds; Sheep, double-deck, 19,000 pounds.

NOTE 3.—Rates on Lumber will apply also on following articles, in straight or mixed carloads:

Bases,	Heading Blocks,	Sheeting,
Baseboards,	Hoops,	Siding,
Balusters,	Hoop Poles,	Stairwork, knocked down,
Carpenters' Moulding,	Joist Timbers,	unpainted,
Casing,	Laths,	Sills,
Ceiling,	Logs,	Staves,
Columns, not painted,	Lumber, rough or	Stave Bolts,
Cooperage Stock,	dressed,	Studding,
Cross Arms, telegraph or telephone,	Piles,	Ties, cross,
Flooring,	Poles,	Wainscoting,
Frames, knocked down, unpainted,	Posts,	Weatherboarding,
Framing,	Shingles,	
Heading,	Shooks,	

NOTE 4.—If shippers desire the privilege of peddling carload shipments of Melons, Bananas, Green Fruit and Green Vegetables in transit, between points governed by this Tariff, the following arrangement will apply.

The privilege of disposing of or selling en route will be granted, provided sales are made during the usual stoppage of trains, but under no circumstances is a train to be stopped for that purpose. In every case the car should continue in the train to final destination, and the man in charge of the shipment must sign a release, V. & S. W. Ry. Train Permit Form No. 190, indemnifying the company against loss or bodily injury to himself from any cause whatever while in charge of such shipment. The attendant must purchase a ticket from billing point to final destination of the car. The billing agent will note on waybill the number of said ticket and to what point, also number of Freight Train Permit.

NOTE 5.—Loading may be finished at intermediate stations without additional charge, at the rate from point of origin to final destination.

VIRGINIA AND SOUTHWESTERN RAILWAY COMPANY—COMMODITY
RATES—CONTINUED.

FERTILIZERS AND AGRICULTURAL LIME.

RATES IN CENTS PER ONE HUNDRED POUNDS.

DISTANCES.	Carload, min. wt. 24,000 lbs.	Less than carload.	DISTANCES.	Carload, min. wt. 24,000 lbs.	Less than carload.
10 miles and under	1.8	1.8	50 and over 49 miles..	5.5	8.9
11 and over 10 miles....	2.	2.	51 and over 50 miles..	6.	9.1
12 and over 11 miles....	2.2	2.2	52 and over 51 miles..	6.	9.3
13 and over 12 miles....	2.3	2.3	53 and over 52 miles..	6.	9.5
14 and over 13 miles....	2.5	2.5	54 and over 53 miles..	6.	9.6
15 and over 14 miles....	2.7	2.7	55 and over 54 miles..	6.	9.8
16 and over 15 miles....	2.9	2.9	56 and over 55 miles..	6.	10.
17 and over 16 miles....	3.	3.	57 and over 56 miles..	6.	10.2
18 and over 17 miles....	3.2	3.2	58 and over 57 miles..	6.	10.4
19 and over 18 miles....	3.3	3.3	59 and over 58 miles..	6.	10.5
20 and over 19 miles....	3.5	3.5	60 and over 59 miles..	6.	10.7
21 and over 20 miles....	3.7	3.7	61 and over 60 miles..	6.	10.9
22 and over 21 miles....	3.9	3.9	62 and over 61 miles..	6.5	11.
23 and over 22 miles....	4.1	4.1	63 and over 62 miles..	6.5	11.2
24 and over 23 miles....	4.3	4.3	64 and over 63 miles..	6.5	11.4
25 and over 24 miles....	4.5	4.5	65 and over 64 miles..	6.5	11.6
26 and over 25 miles....	4.6	4.6	66 and over 65 miles..	6.5	11.8
27 and over 26 miles....	4.8	4.8	67 and over 66 miles..	6.5	12.
28 and over 27 miles....	5.	5.	68 and over 67 miles..	6.5	12.1
29 and over 28 miles....	5.	5.2	69 and over 68 miles..	6.5	12.3
30 and over 29 miles....	5.	5.4	70 and over 69 miles..	6.5	12.6
31 and over 30 miles....	5.	5.6	71 and over 70 miles..	6.5	12.7
32 and over 31 miles....	5.	5.7	72 and over 71 miles..	6.5	12.9
33 and over 32 miles....	5.	5.9	73 and over 72 miles..	7.	13.
34 and over 33 miles....	5.	6.1	74 and over 73 miles..	7.	13.1
35 and over 34 miles....	5.	6.3	75 and over 74 miles..	7.	13.3
36 and over 35 miles....	5.	6.4	76 and over 75 miles..	7.	13.6
37 and over 36 miles....	5.	6.6	77 and over 76 miles..	7.	13.7
38 and over 37 miles....	5.	6.8	78 and over 77 miles..	7.	13.9
39 and over 38 miles....	5.	7.	79 and over 78 miles..	7.	14.
40 and over 39 miles....	5.5	7.1	80 and over 79 miles..	7.	14.1
41 and over 40 miles....	5.5	7.3	81 and over 80 miles..	7.	14.3
42 and over 41 miles....	5.5	7.5	82 and over 81 miles..	7.	14.6
43 and over 42 miles....	5.5	7.7	83 and over 82 miles..	7.	14.7
44 and over 43 miles....	5.5	7.9	84 and over 83 miles..	7.	14.9
45 and over 44 miles....	5.5	8.	85 and over 84 miles..	7.5	15.
46 and over 45 miles....	5.5	8.2	86 and over 85 miles..	7.5	15.1
47 and over 46 miles....	5.5	8.4	87 and over 86 miles..	7.5	15.3
48 and over 47 miles....	5.5	8.5	88 and over 87 miles..	7.5	15.6
49 and over 48 miles....	5.5	8.7	89 and over 88 miles..	7.5	15.7
			90 and over 89 miles..	7.5	15.8
			91 and over 90 miles..	7.5	15.9
			92 and over 91 miles..	7.5	16.

WASHINGTON AND OLD DOMINION RAILWAY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES.

Applies to traffic between stations Alexandria to Bluemont, inclusive, including stations Bluemont Junction to Thrifton, inclusive.

Applies to traffic between stations Rosslyn to Great Falls, inclusive, and all other stations (carload minimum weights as shown below).

DISTANCES.

5 miles and under....
10 and over 5 miles....
15 and over 10 miles....
20 and over 15 miles....
25 and over 20 miles....
30 and over 25 miles....
35 and over 30 miles....
40 and over 35 miles....
45 and over 40 miles....
50 and over 45 miles....
55 and over 50 miles....
60 and over 55 miles....
65 and over 60 miles....

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

The carload minimum weight on traffic between stations Rosslyn to Great Falls, Va., inclusive, and all other stations is 10,000 pounds, unless one-half of the Virginia Classification minimum be less than 10,000 pounds, in which case the latter will apply. Rules 18 (b) and (c) and 20 (b) of Virginia Classification not to apply.

NOTE.—Classes N, O, and P apply per car of 10,000 pounds on traffic between stations Rosslyn to Great Falls, inclusive, and all other stations, and cars must not be loaded in excess of 10,000 pounds.

Applies to traffic between stations Rosslyn to Great Falls, inclusive (carload minimum weights as per Note below).

DISTANCES.	Per 100 pounds.												Per bbl.	Per 100 pounds		Per ton of 2,000 pounds.		Per car of 10,000 pounds.			
	1	2	3	4	5	6	A	B	C	D	E	H		F	J	K	L	M	N	O	P
5 miles and under.....	12	10	8	7	6	5	4	5	6	5	6	7	11	8	3½	60	65	4 00	3 50	3 00	
10 and over 5 miles.....	15	13	10	9	8	7	6	8	7	6	8	9	13	10	4	65	75	4 50	4 00	3 50	
15 and over 10 miles.....	18	16	13	11	10	8	7	9	8	6	10	11	15	11	4½	70	80	5 00	4 50	4 00	

Governed by Virginia Classification with Exception Sheet No. 1 thereto.

NOTE.—The carload minimum weight between stations Rosslyn to Great Falls, Va., inclusive, is 10,000 pounds unless one-half of the Virginia Classification minimum be less than 10,000 pounds, in which case the latter will apply. Rules 18 (b) and (c) and 20 (b) of Virginia Classification not to apply.

WASHINGTON AND OLD DOMINION RAILWAY—CONTINUED.
COMMODITY RATES.

Applies to traffic between stations Alexandria to Bluemont, inclusive, including stations Bluemont Junction to Thrifton, inclusive.
RATES PER 100 POUNDS UNLESS OTHERWISE SHOWN.

DISTANCES.	Bark, stick, C. L. min. 24,000 lbs. (See Note 1 below).	Blocks, concrete, C. L. min. 30,000 pounds.	Brick, building, C. L. min., in cars with capacity of 60,000 lbs. or over 10,000 brick; in cars with capacity of less than 60,000 lbs., 9,000 brick. Per 1,000 brick.	Brick, paving, C. L., minimum: In cars capacity 60,000 lbs. or over 10,000 brick. In cars capacity less than 60,000 lbs. 9,000 brick. Per 1,000 brick.	Fertilizer.		Firewood, C. L., (See Note 2 below), minimum as follows: In cars inside length 34 feet and under, 11 cords. In cars inside length 36 and over 34 feet, 12 cords. In cars inside length 38 and over 36 feet, 13 cords. In cars inside length over 38 feet, 14 cords. Per cord, 128 cubic feet.	Grain, Millfeed, Meal and Bran, C. L. min. 20,000 lbs.	Limestone, ground, agricultural, C. L., minimum 20 tons.	Limestone, ground, for acid soil treatment, C. L., minimum 60,000 lbs. (Apply only as proportional rates on shipments originating at points on connecting lines in Virginia). Per ton of 2,000 pounds.	Logs, ash, cypress, dogwood, gum, hickory, oak, persimmon, pine, poplar, C. L., minimum 40,000 lbs.	Lumber, common, Heading and Staves, C. L. minimum 30,000 lbs.	Rails, old, C. L. minimum 25 gross tons, except that when the capacity of car is less the minimum will be the capacity of car, but not less than 15 gross tons. Per ton 2,240 lbs.	Wood, chestnut, C. L. minimum 30,000 lbs. Per ton 2,000 lbs.	Wood, poplar pulp, C. L. minimum 30,000 lbs
					Carload minimum 30,000 pounds.	L. C. L. Per ton of 2,000 lbs.									
5 miles and under.....	3	4	50	50	35	35	75	3	25	30	2	24	1 00	40	24
10 and over 5 miles.....	3	4	50	50	35	35	80	3	25	30	2	24	1 00	40	24
11 and over 10 miles.....	3	4	50	50	38	38	85	4	25	30	2	24	1 20	50	24
12 and over 11 miles.....	3	4	50	50	42	42	85	4	25	30	2	24	1 20	50	24
13 and over 12 miles.....	3	4	50	50	46	46	85	4	25	30	2	24	1 20	50	24
14 and over 13 miles.....	3	4	50	50	50	50	85	4	35	30	2	24	1 20	50	24
15 and over 14 miles.....	3	4	50	50	54	54	85	4	35	30	2	24	1 20	50	24
16 and over 15 miles.....	3	4	50	50	57	57	90	5	40	30	3	24	1 20	50	24
17 and over 16 miles.....	3	4	50	50	60	60	90	5	40	30	3	24	1 20	50	24
18 and over 17 miles.....	3	4	50	50	64	64	90	5	40	30	3	24	1 20	50	24
19 and over 18 miles.....	3	4	50	50	68	68	90	5	40	30	3	24	1 20	50	24
20 and over 19 miles.....	3	4	50	50	70	70	90	5	40	30	3	24	1 20	50	24
25 and over 20 miles.....	3	5	1 00	1 00	75	75	95	5	45	30	3	24	1 40	55	24
30 and over 25 miles.....	3	5	1 00	1 00	90	90	1 00	6	50	30	3	24	1 40	55	24
35 and over 30 miles.....	4	5	1 20	1 20	1 20	1 20	1 05	6	55	35	4	24	1 60	60	24
40 and over 35 miles.....	4	5	1 20	1 20	1 32	1 32	1 10	6	60	35	4	24	1 60	60	24
45 and over 40 miles.....	4	6	1 40	1 40	1 44	1 44	1 15	7	65	40	4	24	1 70	65	24
50 and over 45 miles.....	4	6	1 40	1 40	1 44	1 44	1 20	7	65	40	4	24	1 70	65	24
55 and over 50 miles.....	4	7	1 60	1 60	1 56	1 56	1 25	8	70	45	4	24	1 80	70	24
60 and over 55 miles.....	4	7	1 60	1 60	1 56	1 56	1 30	8	70	45	4	24	1 80	70	24

NOTE 1.—Above rates on Stick Bark apply to points on the Washington and Old Dominion Railway from which the manufactured products are shipped out over the Washington and Old Dominion Railway. Other Stick Bark to be charged 20 per cent. higher.
NOTE 2.—If Firewood is loaded on, or unloaded from, cars by the railway company, additional charges will be 20 cents per cord for loading and 20 cents per cord for unloading.

WASHINGTON AND OLD DOMINION RAILWAY—COMMODITY RATES—CONTINUED.

Applicable to traffic between all stations, Rosslyn to Great Falls, inclusive, except where class rates as shown above are lower the class rates shall apply.

COMMODITY.	RATE.
Brick, loose, any quantity.....	\$2.00 per thousand.
Bran; see Millfeed.	
Coal, single ton of 2,240 pounds.....	1.00 per 2,240 pounds.
In lots of more than one ton, and not more than three tons.....	.80 per 2,240 pounds.
Fertilizers, including Gas Lime, Land Plaster, etc., C. L. 10,000 pounds minimum weight.....	.70 per 2,000 pounds.
Grain (Wheat, Corn, Oats, Rye and Barley), C. L. minimum weight 10,000 pounds.....	.80 per 2,000 pounds.
Grain, molasses, L. C. L.....	.80 per 2,000 pounds.
C. L. minimum weight 10,000 pounds.....	.65 per 2,000 pounds.
Ice, loose blocks, lots of one ton or more, L. C. L.....	2.00 per 2,000 pounds.
Laths (wood), any quantity.....	.50 per thousand.
Lumber, common, any quantity.....	2.00 per thousand feet.
Middlings; see Millfeed.	
Millfeed, including Bran, Middlings, Shorts, and Shipstuff, C. L. minimum weight 10,000 pounds.....	.80 per 2,000 pounds.
Milk, in ten-gallon cans.....	.10 per can.
In five-gallon cans.....	.05 per can.
Sand, building, C. L. minimum weight 10,000 pounds.....	.80 per cubic yard.
Shingles (wood), any quantity.....	50 per thousand.
Shipstuff; see Millfeed.	
Shorts; see Millfeed.	
Stone, broken:	
L. C. L.....	1.00 per cubic yard.
C. L. minimum 4 cubic yards.....	.80 per cubic yard.
Ties, cross (wooden), any quantity, as follows:	
6 in. x 6 in. x 8 feet, sawed.....	.05 each.
6 in. x 6 in. x 8 feet, hewed.....	.06 each.
6 in. x 8 in. x 8 feet, sawed.....	.06 each.
6 in. x 8 in. x 8 feet, hewed.....	.08 each.
Standard Steam Railway Ties, sawed.....	.08 each.
Same, hewed.....	.10 each.
Wood, Cord or Pulp Wood, C. L. minimum 3 cords.....	1.00 per cord 128 cu. ft.
All empty packages will be returned free.	

WASHINGTON-VIRGINIA RAILWAY COMPANY.

Freight Tariff, revised to December 31, 1913.

CLASS RATES

Governed by Virginia Classification, except that Rule 18 (b) of the Classification will not apply.

Carload minimum weight is 20,000 pounds; except that, if car furnished by the railway company will not carry as much as 20,000 pounds and is fully loaded, the actual weight is to be charged for at the carload rate.

COMMODITY RATES.

RATES IN CENTS PER 100 POUNDS, UNLESS OTHERWISE SHOWN.

DISTANCES.	Blocks, building (cement or concrete), carload, min. wt. 20,000 lbs. (see Note).		Brick, common, carload, min. wt. 20,000 lbs. (see Note).	Fertilizers (as described in Note).	(see Note).	Hay and straw, in bales, carload, min. wt. 16,000 lbs.	Lumber, common, carload, min. wt. 20,000 lbs. (see Note).	Manure, per car, min. wt. 15,000 lbs.; excess in proportion.	Wood, cord, carload, minimum 4 cords, per cord of 128 cubic feet.
5 miles and under.....	3		2½	80	3	4	3	23 00	73
10 and over 5 miles.....	3½		3	80	3	4½	3½	3 75	73
15 and over 10 miles.....	4		3½	80	4	5	4	4 50	83
20 and over 15 miles.....	4½		4	80	5	5½	4½	5 25	83
25 and over 20 miles.....	5		4	80	5½	6	4½	6 00	83
30 and over 25 miles.....	5		4½	80	6	6½	4½	6 75	1 00
35 and over 30 miles.....	5½		4½	80	6	7	5	7 50	1 05

Note.—Carload minimum weight is 20,000 pounds; except that, if car furnished by the railway company will not carry as much as 20,000 pounds and is fully loaded, the actual weight is to be charged for at the carload rate.

MILK.

Applicable between stations on Falls Church Division, Rosslyn to Fairfax, inclusive.

6 miles and under, 1 cent per gallon.

Over 6 miles, 2 cents per gallon.

PACKAGES AND PARCELS.

Applicable between all stations.

Under 5 pounds.....	5c each.
5 to 10 pounds.....	10c each.
10 to 25 pounds.....	15c each.
25 to 50 pounds.....	25c each.

Live Stock and Explosives not accepted for shipment over this line.

PASSENGER RATES ON RAILWAYS IN VIRGINIA.

Revised to December 31, 1913.

NAME OF COMPANY.	DATES OF COMMISSION.		Maximum rate.	Additional amt. payable to conductor, if passenger fails to purchase ticket from a station where on sale.	Minimum fare, refund of excess paid on trains, etc.
	Date issued.	Date effective.			
New York, Philadelphia and Norfolk Railroad Company.....	April 27, 1907....	October 1, 1907..	2 cts. per mile.	10 cents.....	Minimum amount of fare, 10 cents.
Danville and Western Railway Company.....					
Marion and Rye Valley Railway Company.....					
Nelson and Albemarle Railway Company.....					
Norfolk Southern Railroad Company.....					Minimum amount of fare, 10 cents.
Valley Railroad Company of Virginia.....					
Virginia-Carolina Railway Company.....					
Virginia Southern Railroad Company.....					
Winchester and Potomac Railroad Company.....	April 27 1907....	October 1, 1907..	3 cts. per mile.	10 cents....	Minimum amount of fare, 10 cents.
Winchester and Strasburg Railroad Company ..					
Big Sandy and Cumberland Railroad Company.....					
Mt. Airy and Eastern Railway Company.....					
Piedmont Railroad Company.....	April 27, 1907....	October 1 1907....	3½ cts. per mile.	10 cents.....	Minimum amount of fare, 10 cents.
Virginia and Kentucky Railway Company.....					
.....					
.....					

PASSENGER RATES ON RAILWAYS IN VIRGINIA—CONTINUED.

NAME OF COMPANY.	ORDER OF COMMISSION.		Maximum rate.	Additional amt. payable to conductor, if passenger fails to purchase ticket from a station where on sale.	Minimum fare, refund of excess paid on trains, etc.
	Date issued.	Date effective.			
Wise Terminal Company.....	April 22, 1908... Between Norton	May 5, 1908..... and Glamorgan—	One way, 35 cents. Round trip, 50	cents.	
Virginia and Southwestern Railway Company.....	April 29, 1908...	May 5, 1908.....	3 cts. per mile..	10 cents.....	Minimum amount of fare, 10 cents. Conductors' receipts, showing collection of excess amount, 10 cents, redeemable at any ticket office of the company within thirty days from date of issue. Passengers entitled to same transportation of baggage as allowed at time of Commission's order.
Carolina, Clinchfield and Ohio Railway.....	Feb'y 27, 1909..	April 14, 1909.....	3 cts. per mile..	10 cents.....	Minimum amount of fare, 10 cents. Conductors' receipts, showing collection of excess amount, 10 cents, redeemable at any ticket office of the company within thirty days from date of issue.
The Chesapeake and Ohio Railway Company—Virginia Air Line Branch.....	October 4, 1911.	November 1, 1911.	2½ cts. per mile..	10 cents.....	Minimum amount of fare, 10 cents. No charge to be made for fractions of less than one-half mile, and fractions of one-half a mile or more may be counted as one mile; and for an odd number of miles the company may charge as for the next higher even number of miles. Conductors' receipts, showing collection of excess amount, 10 cents, redeemable at any ticket office of the company within ten days from date of issue (except Atlantic Coast Line Railroad Company and Seaboard Air Line Railway thirty days for redemption).
Norfolk and Western Railway Company—Potts Valley Branch.....	.....	.....	4 cts. per mile..	10 cents.....	
Atlantic Coast Line Railroad Company.....	.....	.....	2½ cts. per mile..	10 cents.....	
The Chesapeake and Ohio Railway Company (except Virginia Air Line Branch, for which see above).....	.....	.....	2½ cts. per mile..	10 cents.....	
Norfolk and Western Railway Company (except Potts Valley Branch, for which see above).....	.....	.....	2½ cts. per mile..	10 cents.....	
Seaboard Air Line Railway.....	.....	.....	2½ cts. per mile..	10 cents.....	
Southern Railway Company—Rocky Mount Branch and Claremont Branch.....	March 16, 1909.	April 1, 1909..	3 cts. per mile..	10 cents.....	
Southern Railway Company, except Rocky Mount Branch and Claremont Branch.....	2½ cts. per mile..	10 cents.....	

PASSENGER RATES.

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Interstate Railroad Company.....	June 27, 1909.... On line Appala- Other portion	June 27, 1909.... chis to Norton.... of Interstate Railroad.....	3 cts. per mile.. 5 cts. per mile..	10 cents.....	Minimum amount of fare, 10 cents.
The Virginian Railway Company.....	March 22, 1909..	May 1, 1909.....	2½ cts. per mile..	10 cents.....	Minimum amount of fare, 10 cents.
Washington Southern Railway Com- pany.....	June 23, 1910...	July 15, 1910.....	2½ cts. per mile...	10 cents.....	Minimum amount of fare; whole ticket, 15 cents; half ticket, 10 cents.
Richmond, Fredericksburg and Potomac Railroad Company.....	March 15, 1911..	April 3, 1911.....	2½ cts. per mile...	10 cents.....	Conductors' receipts, showing col- lection of excess amount, 10 cents, re- deemable at any ticket office of the company within thirty days from date of issue.
Cape Charles Railroad Company.....	.....	Dec. 1, 1910.....	3½ cts. per mile...	10 cents.....	Minimum amount of fare, 10 cents.
Louisville and Nashville Railroad Company.....	.....	.....	3 cts. per mile....	33¼ per cent. of amount of ticket fare.....	Minimum amount of fare, 10 cents.
Chesapeake Western Railway.....	.....	.....	3½ cts. per mile...	10 cents.....	Minimum amount of fare, 10 cents.

TARIFFS,
RULES AND CLASSIFICATION
GOVERNING
EXPRESS COMPANIES

PRESCRIBED BY THE
State Corporation Commission
OF VIRGINIA

As Amended to December 31, 1913.

R. T. WILSON, Clerk.

**GRADUATED SCALE OF CHARGES FOR PACKAGES WEIGHING
LESS THAN ONE HUNDRED POUNDS.**

(APPLICABLE TO ALL EXPRESS COMPANIES.)

Prescribed by State Corporation Commission of Virginia for use by Express Companies in the State of Virginia in connection with the Commission's Express Tariffs on "Merchandise."

If the 100-lb. rate applying between two given points is not shown below, use graduate under the next higher 100-lb. rate for making price, which must not exceed the actual rate per 100 pounds.

On an article taking higher than "Merchandise" rate, such as "One and one-half Merchandise," "Double Merchandise," etc., the graduate charge will be correspondingly increased to one and one-half times, double, etc., the amount shown in above scale, as the case may be.

A railway line, which is owned, operated or controlled by another railway line on account of ownership of a majority of its stocks, leases or otherwise, shall, when there are points of connection between them, be regarded as a part of the line owning or so controlling the same; and continuous mileage is to be used in arriving at the express rates as over one system of railway.

EXPRESS TARIFF No. 1.

(Applicable to all express companies.)

MERCHANDISE MILEAGE RATES.

Prescribed by the State Corporation Commission of Virginia for use by Express Companies in the State of Virginia over One System of Railway.

(Charges for packages weighing less than 100 pounds are shown in Graduated Scale on page 589.)

Distances.....	1 to 30 miles	31 to 60 miles	61 to 80 miles	81 to 100 miles	101 to 150 miles	151 to 175 miles	176 to 200 miles	201 to 250 miles	251 to 300 miles	301 to 350 miles	351 to 400 miles	Over 400 miles
Rates per 100 pounds...	40	50	60	70	75	90	1 00	1 10	1 20	1 30	1 35	1 40

Governed by Express Classification as published herein, and the following

RULES:

1. On a shipment moving from a point within this State to another point within this State, between which there is more than one route, the lowest mileage rating shall not be exceeded, regardless of the route by which such shipment shall actually travel.

2. For packages weighing 24 ounces and less, the rate of one cent per ounce, to be prepaid, minimum charge 15 cents, applies on shipments of Merchandise or Samples thereof, value of package limited to \$10.00, but not to include the following articles, namely:

- Jewelry or Imitations of Jewelry.
- Watch Cases.
- Watch Movements.
- Silverware or Sealed Packages (except sealed packages of Cigars).
- Cut Flowers.
- Tobacco Tags or Premium Certificates.
- Live Animals or Live Birds.
- Written Matter, either by pen or typewriter (except invoices accompanying packages sent C. O. D.).

3. When the charge according to the State Corporation Commission's "Graduate Scale for Packages weighing less than 100 pounds" is lower than any of the minimum charges shown in Express Classification, or Sections "A" and "B" thereof, the former shall apply.

4. Commodity or Special Rates, where in effect. shall always have precedence over the regular mileage tariffs.

EXPRESS TARIFF No. 2.

(Applicable to all express companies.)

RATES ON "GENERAL SPECIAL" AND "SCALE K" ARTICLES AND ICE

Prescribed by the State Corporation Commission of Virginia for Use by
Express Companies in the State of Virginia over One System of
Railway.

(For making through rates over more than one system of railway, see Rules
2 and 3 below.)

**ON THE FOLLOWING-NAMED ARTICLES APPEARING IN
EXPRESS CLASSIFICATION AS "GENERAL SPECIAL."**

Apples, green or dried (not including Apples in barrels, for which see rates below).	Fish, other than Fresh Fish.	Pears, green or dried.
Beef Fat.	Hides, green.	Plants.
Beer Compound.	Holly.	Pop Corn.
Beer Tonic.	Honey.	Poultry Food, prepared.
"Best" Tonic.	King Kola.	Roots.
Bulbs.	Lard, or Substitutes for Lard.	Salmon in cans.
Butter and Imitations of Butter (including But- ter made from nuts).	Malt Cream, Malt Ex- tract, Malt Marrow, Malt Nutrine, and Malt Vivine.	Scallops, in shells or canned.
Buttermilk.	Melons.	Scions.
Cactus.	Milk (including Con- densed Milk).	Seeds.
Cape Jessamines.	Mistletoe.	Shrubs.
Cheese.	Moss.	Smilax.
Clams, in shells.	Mussels.	Stearine.
Cuttings.	Nuts, edible.	Stock Food, prepared.
Eggs.	Oysters, in shells or canned.	Tallow.
Ferns.	Peanuts.	Trees, for setting.
Fertilizer.		Tubers.
		Vegetables (not includ- ing Cabbage, for which see rates given below).
		Water-Cress.
		Zoolack.

(For rates on the other articles classified as "General Special," see Rule 4
below.)

ALSO ON ICE:

**AND ON THE FOLLOWING NAMED ARTICLES APPEARING IN
EXPRESS CLASSIFICATION AS "SCALE K."**

Ale.	*Coca-Cola.	Pop.
Beer.	Moxie.	*Soda Water.
Bishop's Beer.	*Ginger Ale.	Spring Water.
Cider.	Mineral Water.	Vani-Kola.

*Coca-Cola, Ginger Ale and Soda Water in cases containing four dozen half-pint bottles, estimated weight ninety pounds per case.

EXPRESS TARIFF No. 2—CONTINUED.

Distances.....	{ 1 to 40 miles	41 to 60 miles	61 to 80 miles	81 to 100 miles	101 to 130 miles	131 to 160 miles	161 to 180 miles	181 to 200 miles	201 to 250 miles	251 to 300 miles	301 to 350 miles	351 to 400 miles	Over 400 miles
Rates per 100 pounds.....	{ 30	35	40	45	50	55	60	65	70	75	80	85	90

Governed by Express Classification as published herein, and the rules shown below.

ON APPLES, IN BARRELS, AND CABBAGE, PACKED.

Distances.	Rates per 100 pounds.
40 miles and under.....	25 cents.
Over 40 and not over 60 miles.....	30 “
Over 60 and not over 80 miles.....	35 “
Over 80 and not over 150 miles.....	40 “
Over 150 and not over 175 miles.....	45 “
Over 175 and not over 200 miles.....	50 “
Over 200 and not over 250 miles.....	55 “
Over 250 and not over 300 miles.....	60 “
Over 300 miles.....	70 “

RULES.

1. These rates apply as *pound rates, with a minimum charge of 30 cents; but the charges of one express company must not exceed 25 cents on a package weighing 5 pounds or less.

2. On shipments handled by one express company over two or more railways not under the same control, the rate charged must not exceed the combination of mileage rates over each railway less 10 per cent.

3. On shipments handled by two or more express companies, the rate charged by each express company must not exceed the regular rate on mileage basis to and from point of interchange less 10 per cent.; the minimum charge for each express company in such cases being 25 cents. Commodity rates are to be applied to or from such junction points, as the case may be, when in effect, in connection with the proper rate for the remainder of the distance traveled; provided that where through commodity or special rates lower than those made on the above basis are in effect, such lower rates shall apply.

4. On articles appearing in Express Classification as “General Special,” which are not named above, the rates will be 80 per cent. of the “Merchandise” rates, *pound rates, governed by the above rules, except that the minimum charges will be as follows:

When carried by one express company, 35 cents, but not to exceed the Merchandise Graduate under the rate used.

When carried by more than one express company, 25 cents for each express company.

*For explanation of “pound rates,” see Rule 6 (d) of Express Classification.

EXPRESS TARIFF No. 2—CONTINUED.

These articles are:

Branches of P e p p e r Trees.	Fish, live, in water for food	Mushroom Spawn. Olives.
Bread.	Fish Roe.	Oysters, in bulk.
Calves, dressed,	Fruit, N. O. S., green	Pigeons, dead.
Celery or Celery Plants.	or dried.	Poultry, dressed.
Clams, shelled.	Greens, decorative (ex-	Rabbits, dead.
Crackers.	cept when enclosed	Sausage.
Cream, not condensed or otherwise manufactured or prepared.	in baskets).	Scallops, in bulk.
Egg Juice, or Liquid	Horse Radish, not	Scrapple.
Eggs.	grated or prepared.	Shrimp.
Eggs, dried.	Maple Sugar and	Squabs, dressed.
Fish, fresh, frozen or not	Maple Syrup.	Turtles, fresh water.
frozen.	Meat, cured and fresh.	Yeast, all kinds.
	Mince Meat.	Zwieback.

5. Where this tariff makes the rate or charges higher on any shipment, including interline traffic of one express company and business handled by two or more express companies, than "Merchandise" Express Tariff No. 1 or Express Tariff No. 3 and "Graduated Scale for Packages weighing less than 100 pounds," the "Merchandise" rate or charges will apply.

6. On a shipment moving from a point within this State to another point within this State, between which there is more than one route, the lowest mileage rating shall not be exceeded, regardless of the route by which such shipment may actually travel.

7. On traffic between Richmond and points on the Norfolk and Western Railway west of Burkeville, excepting the Shenandoah Division north of Roanoke, the through rates by any route will be the same as between Petersburg and such points. The Petersburg mileage is to be employed in arriving at these rates, which shall be regarded as applying on one railway. The rates between Richmond and any point on the Norfolk and Western Railway, between Burkeville and Petersburg, are not to exceed the rates between Richmond and Rice, Va., on similar traffic.

8. Commodity or Special Rates where in effect shall always have precedence over the regular mileage tariffs.

EXPRESS TARIFF No. 3.

(Applicable to all express companies.)

PROPORTIONAL MERCHANDISE MILEAGE RATES.

Prescribed by the State Corporation Commission of Virginia for Use by Express Companies in the State of Virginia, as follows:

In the construction of through rates over two or more railways not under the same control, but operated by one express company, on mileage basis for each railway over which rates are made. (For packages weighing less than 100 pounds, charge on basis of the through rate according to the Commission's Graduated Scale, shown on page 589).

In the construction of through rates on traffic handled by two or more express companies by combining rates made according to this tariff to and beyond points of interchange between express companies. (For packages weighing less than 100 pounds, charge according to Rule 4 of this tariff.)

Distances.....	1 to 30 m iles	31 to 60 m iles	61 to 80 m iles	81 to 100 m iles	101 to 150 m iles	151 to 175 m iles	176 to 200 m iles	201 to 250 m iles	251 to 300 m iles	301 to 350 m iles	351 to 400 m iles	Over 400 m iles
Rates per 100 pounds..	25	35	50	60	70	80	90	1 00	1 10	1 15	1 20	1 25

Governed by Express Classification as published herein, and the following

RULES:

1. On a shipment moving from a point within this State to another point within this State, between which there is more than one route, the lowest mileage rating shall not be exceeded, regardless of the route by which such shipment may actually travel.

2. For packages weighing 24 ounces and less, the rate of one cent per ounce, to be prepaid, minimum charge 15 cents, applies between any two points in the State of Virginia on shipments of Merchandise or Samples thereof, value of package limited to \$10.00, whether handled by one or more express companies, but not to include the following articles, namely:

- Jewelry or Imitations of Jewelry.
- Watch Cases.
- Watch Movements.
- Silverware or Sealed Packages (except sealed packages of Cigars.)
- Cut Flowers.
- Tobacco Tags or Premium Certificates.
- Live Animals or Live Birds.
- Written Matter either by pen or typewriter (except invoices accompanying packages sent C. O. D.)

3. On a package weighing more than 1½ pounds and not more than 5 pounds and valued at \$50.00 or less, the total charge shall not exceed 25 cents between any two points in the State of Virginia, whether handled by one or more express companies.

EXPRESS TARIFF No. 3—CONTINUED.

4. When carried by more than one express company, the total charge on packages rated as "Merchandise," weighing more than 5 pounds and not over 100 pounds, valued at \$50.00 or less, will be the sum of the State Corporation Commission's graduate charges (page 589) for the proportional rates to and from junction points, respectively, with the one graduate charge for the through rate by Express Classification Graduated Scale (page 627), as the maximum; and provided further, that on such packages weighing not more than 50 pounds the revenue of each express company shall be subject to a maximum of 40 cents; or, in the case of the participation by three express companies, the total charge shall not exceed 80 cents.

5. On traffic between Richmond and points on the Norfolk and Western Railway west of Burkeville, excepting the Shenandoah Division north of Roanoke, the through rates by any route will be the same as to or from Petersburg and such points, as per Express Tariff No. 1. The Petersburg mileage is to be employed in arriving at these rates, which shall be regarded as applying on one railway. The rates between Richmond and any point on the Norfolk and Western Railway, between Burkeville and Petersburg, is not to exceed the rate between Richmond and Rice, Va., on similar traffic.

6. When the charge for one express company, according to the State Corporation Commission's "Graduated Scale for Packages weighing less than 100 pounds" is lower than any of the minimum charges shown in Express Classification, or Sections "A" and "B" thereof, the former shall apply.

7. Commodity or Special Rates where in effect shall always have precedence over the regular mileage tariffs.

Rates for the Adams Express Company

Applicable also to and from ports where interchange with the Southern Express Company and the United States Express Company over railway lines according to Express nation via any available route to apply over the route used. (On the General rates of the Southern Express Company and the United States Express shown in Express Tariff No. 3).

The following are the **MERCHANDISE RATES** per 100 pounds for traffic moving Virginia points being shown below, where the line carrying the name of one of the points

between Offices on Water Routes in Virginia.

pany is made, in connection with *proportional* rates for the Southern Express Company
 Tariff No. 2, Rule 3 or Rule 4 thereof, or Express Tariff No. 3; the lowest combi-
 Special Articles named in Rule 4 of Express Tariff No. 2, the proportional
 Company will be 80 per cent. of the proportional Merchandise rates

ing entirely by boat in Virginia intrastate; the rate on traffic so handled between any two
 joins or crosses the column headed with the name of the other point:

**Rates for Adams Express Company between Offices on Water
Routes in Virginia—Continued.**

RATES ON "GENERAL SPECIAL" ARTICLES.

On all articles appearing in Express Classification as "G. S.," moving by boat between any two of the above-named points where the Merchandise rate is shown, the rate per 100 pounds will be 80 per cent. of the Merchandise rate; to be charged at *pound rate, subject to a minimum charge of 35 cents; but the charge on a shipment weighing 5 pounds or less shall not exceed 25 cents.

To arrive at through rates between points on water lines and points on railway lines reached by the Southern Express Company or the United States Express Company, see note under the general heading on pages 596 and 597.

*For explanation of "pound rates," see Rule 6 (d) of Express Classification.

RATES ON "SCALE K" ARTICLES AND ICE.

Scale of Rates on Articles appearing in Express Classification as "Scale K" namely:

Ale, Beer, Bishop's Beer, Cider, Coca Cola, Ginger Ale, Moxie, Pop, Soda, Mineral and Spring Waters (not including water sent for analysis), Vani-Kola, and Ice.

(a) At *Pound Rates—No single shipment less than 30 cents; except that the charge on a shipment weighing 5 pounds or less shall not exceed 25 cents.

(b) These rates apply to Soda Water and Pop only when in cases covered with wood or in closed barrels; in cases not so covered, Merchandise rates apply.

(c) When the rate on Merchandise per 100 lbs. is.....	40	50	60	75	90	1 00	1 10	1 25	1 40	1 50
The "Scale K" rate per 100 lbs. on Ale, Beer, etc., will be.....	30	35	40	50	60	60	65	75	85	90

(d) Bishop's Beer, Cider, Ginger Ale, Moxie, Pop, Soda, Mineral and Spring Waters (not including water sent for analysis) must be charged at actual weights, at rates named above.

(e) Ale and Beer, in cases, kegs or barrels, to be billed and charged for at the following weights:

1/8 barrel.....	50 lbs.	2 doz. quarts in cases.....	85 lbs.
1/4 "	100 "	3 doz. pints in cases.....	80 "
1/2 "	180 "	4 doz. pints in cases.....	105 "
Full size barrel.....	350 "	4 doz. quarts in cases.....	170 "
2 doz. pints in cases.....	55 "	6 doz. quarts in bbls.....	250 "
1 doz. quarts in cases.....	50 "	10 doz. pints in bbls.....	250 "

**Rates for Adams Express Company between Offices on Water
Routes in Virginia—Continued.**

RATES ON "SCALE K" ARTICLES AND ICE—CONTINUED.

(f) Coca Cola or Vani-Kola, estimated weight of cases containing six dozen short pints at 125 pounds.

(g) Should the above scale not show the exact Merchandise rate applicable between two given points, each of which is located on a water line, the next higher Merchandise rate shown therein will be used as a basis for arriving at the rate on "Scale K" articles and ice.

(h) To arrive at through rates between points on water lines and points on railway lines, reached by the Southern Express Company or the United States Express Company, see note under the general heading on pages 596 and 597.

*For explanation of "pound rates" see Rule 6 (d) of Express Classification.

MONEY RATES.

OLD DOMINION STEAMSHIP COMPANY'S LINES.

Following is a list of local offices on the Old Dominion Steamship Company's Lines:

Auburn Wharf, Va.	Dixondale, Va.	Roanes Wharf, Va.
Baileys Wharf, Va.	Hicks Wharf, Va.	Severn, Va.
Battery Park, Va.	Hockley, Va.	*Smithfield, Va.
Diggs Wharf, Va.	New Point, Va.	Williams Wharf, Va.

The Money Rates between any of the above named places and also between those places and Norfolk, Va.; Fort Monroe, Va.; Old Point Comfort, Va.; Hampton, Va.; or Newport News, Va., are as given below:

CURRENCY, GOLD COIN AND SILVER COIN.

\$100 and under25 cents. Over \$10025 cents per \$100.

*Exception—Between Norfolk or Newport News and Smithfield the rates are as follows:

\$200 or less25 cents per \$100 (minimum charge 25c).	\$1,500 and over \$1,000 \$1 25	\$4,000 and over \$3,500 \$3 00
400 and over \$200 \$ 50	2,000 " " 1,500 1 50	4,500 " " 4,000 3 40
750 " " 400 75	2,500 " " 2,000 1 90	5,000 " " 4,500 3 75
1,000 " " 750 1 00	3,000 " " 2,500 2 25	5,500 " " 5,000 4 15
	3,500 " " 3,000 2 65	6,000 " " 5,500 4 50
Over \$6,000, 60 cents per \$1,000, but not less than \$4.50.		

The through rates on Money between offices on the Old Dominion Steamship Lines and all other express offices will be made by the addition of the above rates to those in effect to or from Norfolk, Fort Monroe, Old Point Comfort, Hampton or Newport News, whichever produces the lowest through charge.

**Rates for Adams Express Company between Offices on Water
Routes in Virginia—Continued.**

MONEY RATES.—CONTINUED.

The through rates on money between a point on the Rappahannock River Line and a point beyond that line will be the addition of the above rates to those to or from Norfolk or Fredericksburg, whichever produces the lower through charge.

POTOMAC RIVER.

The money rates between any two points on the Potomac River in Virginia, and between any of them and Alexandria, Va., are

ON CURRENCY, GOLD COIN AND SILVER COIN.

\$100 and under 25 cents Over \$100 25 cents per \$100

**PIANKATANK RIVER ROUTE OF THE BALTIMORE, CHESAPEAKE
AND ATLANTIC RAILWAY COMPANY.**

Following is a list of offices in Virginia on the Piankatank River Route of the Baltimore, Chesapeake and Atlantic Railway Company:

Blackwells, Va.	Ditchlev, Va.	Mila, Va.
Byrdton, Va.	Fitchetts Va.	Reedville, Va.
Cherry Point, Va.	Fleeton, Va.	Ruark, Va.
Crickett Hill, Va.		Tipers, Va.

The Money Rates between any two of the above places and between any of them and Norfolk, Va., or Fredericksburg, Va., are as given below:

CURRENCY, GOLD COIN AND SILVER COIN.

\$100 and under 25 cents. Over \$100 25 cents per \$100.

The through rates on Money between the above points and all other express offices will be the addition of the above rates to those to or from Norfolk or Fredericksburg, whichever produces the lower through charge.

RATES FOR THE SOUTHERN EXPRESS COMPANY
BETWEEN OFFICES ON WATER
ROUTES IN VIRGINIA.

The following are the Rates on traffic moving through the Southern Express Company by boat:

Between Old Point Comfort and { Norfolk Va.
Portsmouth, Va.

LOCALLY BETWEEN THESE
POINTS PROPER—

MERCHANDISE RATE.....40c per 100 lbs.

ON "GENERAL SPECIAL"
ARTICLES DESCRIBED IN
RULE 4 OF EXPRESS TAR-
IFF No. 2. (Pound Rate) min-
imum charge 35 cents, except on
5 pounds or less the charge not
to exceed 25 cents.....32c per 100 lbs.

ON "GENERAL SPECIAL" AR-
TICLES (except those covered
by next above item), "SCALE
K" ARTICLES and ICE.
(Pound Rate), minimum charge
30 cents, except on 5 pounds or
less the charge shall not exceed
25 cents.....30c per 100 lbs.

PROPORTIONAL OR WHEN
FROM OR FOR POINTS BE-
YOND THE POINTS NAMED
ABOVE—

MERCHANDISE RATE.....25c per 100 lbs.
(For packages weighing less
than 100 pounds the charge
from point of origin to desti-
nation will be according to
the rules in Express Tariff No.
3, when handled by only one
express company or when hand-
led by two or more express com-
panies, as the case may be).

ON "GENERAL SPECIAL"
ARTICLES DESCRIBED IN
RULE 4 OF EXPRESS TAR-
IFF No. 2 (Pound Rate).....20c per 100 lbs.

PROPORTIONAL—CONTINUED.

ON "GENERAL SPECIAL"
ARTICLES DESCRIBED IN
RULE 4 OF EXPRESS TAR-
IFF No. 2.—Continued.

Minimum charge—
On a shipment handled by
the Southern Express Com-
pany only, 35 cents from
point of origin to destina-
tion; except on 5 pounds or
less, the charge not to exceed
25 cents.

On a shipment handled by
two or more express com-
panies, 25 cents for each
company; except on 5
pounds or less the charge
not to exceed 25 cents from
point of origin to destination.

ON "GENERAL SPECIAL"
ARTICLES (except those cov-
ered by next above item),
"SCALE K" ARTICLES and
ICE (Pound Rate).....25c per 100 lbs.

Minimum charge—
On a shipment handled by the
Southern Express Company
only, 30 cents from point of
origin to destination; except
on 5 pounds or less, the
charge not to exceed 25
cents.

On a shipment handled by
two or more express com-
panies, 25 cents for each ex-
press company; except on 5
pounds or less the charge
not to exceed 25 cents from
point of origin to destina-
tion.

RATES BETWEEN
OFFICES OF THE ADAMS EXPRESS COMPANY
ON WATER LINES
and
OFFICES OF SAME COMPANY
ON RAILWAY LINES.

Rates between offices of the Adams Express Company

(Applicable also to and from Junction Points on traffic interchanged with
for such other express companies, according to

The following are the MERCHANDISE RATES per 100 pounds for
offices on water lines being shown as headings to the columns, and names of
be found where the line carrying name of office on railway line crosses or

Number.	BETWEEN RAIL LINES.	WATER LINES.				Dixonsdale, Va.
		Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	
1	Abert.....	1 40	1 40	1 75		1 40
2	Abilene.....	1 20	1 20	1 10	1 45	1 20
3	Accotink.....	1 30	1 30	1 30	85	1 30
4	Adsit.....	1 10	1 10	1 00	1 35	1 10
5	Afton.....	1 40	1 40	1 30	1 45	1 40
6	Alberta.....	1 10	1 10	1 00	1 35	1 10
7	Alexandria.....	1 30	1 30	1 30	85	1 30
8	Alleghany.....	1 55	1 55	1 50	1 75	1 55
9	Allens Creek.....	1 40	1 40	1 30	1 50	1 40
10	Altavista.....	1 40	1 40	1 30	1 65	1 40
11	Appalachia.....	1 90	1 90	1 90	2 25	1 90
12	Arvonnia.....	1 20	1 20	1 10	1 45	1 20
13	Ashland.....	1 30	1 30	1 15	85	1 30
14	Aspen.....	1 30	1 30	1 20	1 65	1 30
15	Atlas.....	1 00	1 00	1 00	1 10	1 00
16	Augusta Springs.....	1 40	1 40	1 40	1 55	1 40
17	Backbone.....	1 50	1 50	1 50	1 75	1 50
18	Balcony Falls.....	1 50	1 40	1 75		1 50
19	Barbour's Creek.....	1 55	1 55	1 75		1 55
20	Basie.....	1 40	1 40	1 30	1 45	1 40
21	Beaver Dam.....	1 10	1 10	1 10	1 10	1 10
22	Belle Haven.....	75	75	75	1 10	75
23	Bell's Valley.....	1 40	1 40	1 40	1 55	1 40
24	Ben Hur.....	1 90	1 90	1 90	2 25	1 90
25	Beas.....	1 50	1 50	1 50	1 75	1 50
26	Big Island.....	1 50	1 50	1 40	1 75	1 50
27	Big Stone Gap.....	1 90	1 90	1 90	2 25	1 90
28	Bird's Nest.....	75	75	75	1 10	75
29	Blackwood.....	1 90	1 90	1 90	2 25	1 90
30	Bloxom.....	90	90	90	1 25	90
31	Boas.....	85	85	75	1 10	85
32	Bremo.....	1 20	1 20	1 10	1 25	1 20
33	Bridgewater.....	1 90	1 90	1 90	1 80	1 90
34	Briery.....	1 20	1 20	1 10	1 45	1 20
35	Brooke.....	1 30	1 30	1 30	75	1 30
36	Brookneal.....	1 30	1 30	1 20	1 55	1 30
37	Buchanan.....	1 50	1 50	1 50	1 75	1 40
38	Buckner.....	1 10	1 10	1 10	1 10	85
39	Buena Vista.....	1 50	1 50	1 50	1 75	1 40
40	Buffalo Springs (Nelson Co.).....	1 30	1 30	1 50	1 50	1 20
41	Bumpass.....	1 10	1 10	1 10	1 10	85
42	Burdette.....	85	85	75	1 10	85
43	Callaghan.....	1 50	1 50	1 50	1 75	1 50
44	Campbell.....	1 20	1 20	1 20	1 20	1 10
45	Cape Charles.....	65	65	65	1 00	75
46	Capeville.....	65	65	65	1 00	75
47	Carysbrook.....	1 20	1 20	1 20	1 35	1 00
48	Charlottesville.....	1 30	1 30	1 20	1 25	1 10
49	Cheriton.....	85	85	65	1 00	75
50	Cherry Hill.....	1 30	1 30	1 30	75	1 10
51	Christian.....	1 40	1 40	1 40	1 55	1 20
52	Clearbrook.....	1 90	1 90	1 90	1 75	2 00
53	Clifton Forge.....	1 50	1 50	1 50	1 65	1 40
54	Cobbs.....	65	65	65	1 00	75
55	Cobham.....	1 20	1 20	1 20	1 20	1 10

on Water Lines and Offices of Same Company on Railway Lines.

other express companies in connection with the PROPORTIONAL RATES Express Tariff No. 2 or Express Tariff No. 3).

traffic moving in Virginia intrastate as indicated above; the names of the the offices on railway lines on left-hand side of pages. A rate as desired will joins the column headed with name of the office on water line.

RATES BETWEEN OFFICES OF THE ADAMS EXPRESS CO. ON WATER
MERCHANDISE

Number.	BETWEEN RAIL LINES.	WATER LINES.							
		Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	City Point, Va.	Cobham Wharf, Va.	Diggs Wharf, Va.	Dixondale, Va.
1	Coleman.....	1 40	1 40	1 40	1 75	1 30	1 30	1 40	1 40
2	Colosse.....	85	85	75	1 10	85	85	85	85
3	Columbia.....	1 10	1 10	1 10	1 25	85	85	1 10	1 10
4	Covington.....	1 50	1 50	1 50	1 75	1 50	1 50	1 50	1 50
5	Coy.....	1 60	1 60	1 50	1 85	1 60	1 60	1 60	1 60
6	Craigsville.....	1 40	1 40	1 40	1 55	1 30	1 30	1 40	1 40
7	Crozet.....	1 30	1 30	1 30	1 45	1 20	1 20	1 30	1 30
8	Cullen.....	1 20	1 20	1 10	1 45	1 20	1 20	1 20	1 20
9	Dayton.....	1 90	1 90	1 90	1 80	1 70	1 70	1 90	1 90
10	Diascund.....	75	75	75	1 10	85	85	75	75
11	Dillwyn.....	1 20	1 20	1 20	1 50	1 10	1 10	1 20	1 20
12	Dolphin.....	1 10	1 10	1 00	1 35	1 10	1 10	1 10	1 10
13	Dorchester Junction.....	1 90	1 90	1 90	2 25	1 95	1 95	1 90	1 90
14	Doswell.....	1 10	1 10	1 10	85	75	75	1 10	1 10
15	Dryden.....	1 90	1 90	1 90	2 25	1 95	1 95	1 90	1 90
16	Dundas.....	1 20	1 20	1 10	1 45	1 20	1 20	1 20	1 20
17	Eagle Mountain.....	1 50	1 50	1 50	1 75	1 50	1 50	1 50	1 50
18	East Atlee.....	1 00	1 00	1 00	1 10	75	75	1 00	1 00
19	East Lexington.....	1 50	1 50	1 50	1 75	1 40	1 40	1 50	1 50
20	Eastville.....	75	75	75	1 10	85	85	75	75
21	Eggleston.....	1 60	1 60	1 50	1 85	1 60	1 60	1 60	1 60
22	Elk Hill.....	1 10	1 10	1 10	1 25	85	85	1 10	1 10
23	Elko.....	90	90	90	1 20	75	75	90	90
24	Elkton.....	1 75	1 75	1 65	1 70	1 55	1 55	1 75	1 75
25	Ellett (Montgomery Co.).....	1 60	1 60	1 50	1 85	1 60	1 60	1 60	1 60
26	Esmont.....	1 30	1 30	1 20	1 50	1 10	1 10	1 30	1 30
27	Ewing.....	2 00	2 00	2 00	2 35	2 05	2 05	2 00	2 00
28	Exmore.....	75	75	75	1 10	85	85	75	75
29	Fishersville.....	1 40	1 40	1 40	1 50	1 20	1 20	1 40	1 40
30	Fordwick.....	1 40	1 40	1 40	1 55	1 30	1 30	1 40	1 40
31	Fork Union.....	1 20	1 20	1 20	1 35	1 00	1 00	1 20	1 20
32	Fort Monroe.....	40	40	40	75	50	50	40	40
33	Franconia.....	1 30	1 30	1 30	85	1 10	1 10	1 30	1 30
34	Fredericksburg.....	1 30	1 30	1 30	50	1 00	1 00	1 30	1 30
35	Frederick's Hall.....	1 10	1 10	1 10	1 10	85	85	1 10	1 10
36	Gala.....	1 50	1 50	1 50	1 75	1 50	1 50	1 50	1 50
37	Galt's Mills.....	1 40	1 40	1 40	1 50	1 20	1 20	1 40	1 40
38	Gilmore Mills.....	1 50	1 50	1 50	1 75	1 40	1 40	1 50	1 50
39	Gladstone.....	1 40	1 40	1 30	1 50	1 20	1 20	1 40	1 40
40	Glen Allen.....	1 30	1 30	1 15	85	75	75	1 30	1 30
41	Glen Wilton.....	1 50	1 50	1 50	1 65	1 40	1 40	1 50	1 50
42	Goodview.....	1 50	1 50	1 40	1 75	1 50	1 50	1 50	1 50
43	Goodwin's Ferry.....	1 60	1 60	1 50	1 85	1 60	1 60	1 60	1 60
44	Gordonsville.....	1 20	1 20	1 10	1 20	1 00	1 00	1 20	1 20
45	Goshen.....	1 50	1 50	1 40	1 55	1 30	1 30	1 50	1 50
46	Greenbush.....	90	75	90	1 25	1 00	1 00	90	90
47	Greenlee.....	1 50	1 50	1 50	1 75	1 40	1 40	1 50	1 50
48	Green Springs.....	1 20	1 20	1 10	1 20	1 00	1 00	1 20	1 20
49	Greenwood.....	1 30	1 30	1 30	1 45	1 20	1 20	1 30	1 30
50	Grove.....	75	75	65	1 00	75	75	75	75
51	Guinea.....	1 30	1 30	1 25	75	85	85	1 30	1 30
52	Hagans.....	2 00	2 00	2 00	2 35	2 05	2 05	2 00	2 00
53	Hallwood.....	90	90	90	1 25	1 00	1 00	90	90
54	Hampton.....	50	50	40	75	50	50	50	50
55	Hanover.....	1 10	1 10	1 00	1 10	75	75	1 10	1 10
56	Hardware.....	1 20	1 20	1 10	1 25	1 00	1 00	1 20	1 20
57	Harrisonburg.....	1 65	1 65	1 65	1 55	1 45	1 45	1 65	1 65
58	Hatton.....	1 20	1 20	1 20	1 25	1 10	1 10	1 20	1 20
59	Hewlett.....	1 10	1 10	1 10	1 10	85	85	1 10	1 10
60	Holcomb Rock.....	1 40	1 40	1 40	1 75	1 30	1 30	1 40	1 40
61	Hotchkiss.....	1 50	1 50	1 40	1 55	1 30	1 30	1 50	1 50
62	Hot Springs.....	1 55	1 55	1 55	1 85	1 50	1 50	1 55	1 55
63	Howardsville.....	1 30	1 30	1 20	1 50	1 10	1 10	1 30	1 30

RATES BETWEEN OFFICES OF THE ADAMS EXPRESS CO. ON WATER
MERCHANDISE

Number.	BETWEEN RAIL LINES.	WATER LINES.							
		Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	City Point, Va.	Cobham Wharf, Va.	Diggs Wharf, Va.	Dixondale, Va.
1	Hubbard Springs.....	2 00	2 00	2 00	2 35	2 05	2 05	2 00	2 00
2	Huddleston.....	1 50	1 50	1 40	1 75	1 50	1 50	1 50	1 50
3	Indian Rock.....	1 50	1 50	1 50	1 75	1 40	1 40	1 50	1 50
4	Iron Gate.....	1 50	1 50	1 50	1 65	1 40	1 40	1 50	1 50
5	Ironto.....	1 60	1 60	1 50	1 85	1 60	1 60	1 60	1 60
6	Irwin.....	1 10	1 10	1 10	1 25	85	85	1 10	1 10
7	Island.....	1 10	1 10	1 10	1 25	85	85	1 10	1 10
8	Ivy.....	1 30	1 30	1 30	1 35	1 20	1 20	1 30	1 30
9	Jarratt.....	1 00	1 00	90	1 25	85	85	1 00	1 00
10	Johnson.....	1 20	1 20	1 20	1 50	1 00	1 00	1 20	1 20
11	Jordan.....	1 50	1 50	1 50	1 75	1 50	1 50	1 50	1 50
12	Joyner.....	1 00	1 00	90	1 25	1 00	1 00	1 00	1 00
13	Keesletown.....	1 90	1 90	1 90	1 80	1 70	1 70	1 90	1 90
14	Keller.....	75	75	75	1 10	85	85	75	75
15	Kenbridge.....	1 20	1 20	1 10	1 45	1 20	1 20	1 20	1 20
16	Kenyon.....	75	75	65	1 00	75	75	75	75
17	Keswick.....	1 20	1 20	1 20	1 25	1 10	1 10	1 20	1 20
18	Kincaid.....	1 55	1 55	1 50	1 75	1 50	1 50	1 55	1 55
19	Kiptopeke.....	75	75	75	1 10	85	85	75	75
20	Lanexa.....	75	75	75	1 10	85	85	75	75
21	Lecato.....	90	90	90	1 25	1 00	1 00	90	90
22	Lee.....	1 10	1 10	1 00	1 25	75	75	1 10	1 10
23	Lee Hall.....	65	65	65	1 00	75	75	65	65
24	Leesville.....	1 50	1 50	1 40	1 75	1 50	1 50	1 50	1 50
25	Lexington.....	1 50	1 50	1 50	1 75	1 40	1 40	1 50	1 50
26	Lick Run.....	1 50	1 50	1 50	1 65	1 40	1 40	1 50	1 50
27	Lightfoot.....	75	75	75	1 10	85	85	75	75
28	Lindsay.....	1 20	1 20	1 20	1 20	1 00	1 00	1 20	1 20
29	Longdale.....	1 50	1 50	1 50	1 65	1 40	1 40	1 50	1 50
30	Long Island.....	1 40	1 40	1 30	1 65	1 40	1 40	1 40	1 40
31	Lorraine.....	1 00	1 00	1 00	1 25	75	75	1 00	1 00
32	Lorton.....	1 30	1 30	1 30	85	1 10	1 10	1 30	1 30
33	Louisa.....	1 10	1 10	1 10	1 20	1 00	1 00	1 10	1 10
34	Low Moor.....	1 50	1 50	1 50	1 65	1 50	1 50	1 50	1 50
35	Lynchburg.....	1 40	1 40	1 40	1 50	1 20	1 20	1 40	1 40
36	McGaheysville.....	1 90	1 90	1 90	1 80	1 70	1 70	1 90	1 90
37	Machipongo.....	75	75	75	1 10	85	85	75	75
38	Madison Run.....	1 20	1 20	1 20	1 20	1 00	1 00	1 20	1 20
39	Maiden.....	1 10	1 10	1 10	1 25	85	85	1 10	1 10
40	Makemie Park.....	90	90	90	1 25	1 00	1 00	90	90
41	Manteo.....	1 30	1 30	1 20	1 50	1 10	1 10	1 30	1 30
42	Mason (Accomac Co.).....	90	90	90	1 25	1 00	1 00	90	90
43	Mears.....	90	1 00	90	1 25	1 00	1 00	90	90
44	Mechums River.....	1 30	1 30	1 30	1 35	1 20	1 20	1 30	1 30
45	Meherrin.....	1 20	1 20	1 10	1 45	1 20	1 20	1 20	1 20
46	Melfa.....	75	75	75	1 10	85	85	75	75
47	Melrose (Campbell Co.).....	1 40	1 40	1 30	1 65	1 40	1 40	1 40	1 40
48	Melton.....	1 20	1 20	1 10	1 20	1 00	1 00	1 20	1 20
49	Merrimac.....	1 60	1 60	1 50	1 85	1 60	1 60	1 60	1 60
50	Milford.....	1 30	1 30	1 25	75	85	85	1 30	1 30
51	Millboro.....	1 50	1 50	1 40	1 55	1 30	1 30	1 50	1 50
52	Mineral.....	1 10	1 10	1 10	1 10	85	85	1 10	1 10
53	Moneta.....	1 50	1 50	1 40	1 75	1 50	1 50	1 50	1 50
54	Morrison.....	65	65	65	1 00	75	75	65	65
55	Mossy Creek.....	1 90	1 90	1 90	1 80	1 70	1 70	1 90	1 90
56	Mount Elliott.....	1 40	1 40	1 40	1 55	1 20	1 20	1 40	1 40
57	Mount Solon.....	1 90	1 90	1 90	1 80	1 70	1 70	1 90	1 90
58	Nassawadox.....	75	75	75	1 10	85	85	75	75
59	Natural Bridge.....	1 50	1 50	1 50	1 75	1 40	1 40	1 50	1 50
60	Newcastle.....	1 55	1 55	1 55	1 75	1 50	1 50	1 55	1 55
61	New Church.....	1 00	1 00	1 00	1 35	1 10	1 10	1 00	1 00
62	Newport News.....	65	65	40	1 00	-----	50	65	65
63	Norfolk.....	50	50	40	75	-----	50	50	50

LINES AND OFFICES OF SAME COMPANY ON RAILWAY LINES—
RATES--CONTINUED.

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RATES BETWEEN OFFICES OF THE ADAMS EXPRESS CO. ON WATER MERCHANDISE

Number.	BETWEEN RAIL LINES.	WATER LINES.								
			Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	City Point, Va.	Cobham Wharf, Va.	Diggs Wharf, Va.	Dixondale, Va.
1	Norge.....	Va.	75	75	75	1 10	85	85	75	75
2	Norton.....	"	1 75	1 75	1 65	2 00	1 70	1 70	1 75	1 75
3	Norwood.....	"	1 30	1 30	1 30	1 50	1 20	1 20	1 30	1 30
4	Oak Hall.....	"	90	90	90	1 25	1 00	1 00	90	90
5	Occoquan.....	"	1 30	1 30	1 30	75	1 10	1 10	1 30	1 30
6	Old Point Comfort.....	"	40	40	40	75	50	50	40	40
7	Olinger.....	"	1 90	1 90	1 90	2 25	1 95	1 95	1 90	1 90
8	Onley.....	"	75	75	75	1 10	85	85	75	75
9	Orange.....	"	1 20	1 20	1 20	1 20	1 00	1 00	1 20	1 20
10	Oriana.....	"	65	65	65	1 00	75	75	65	65
11	Oriskany.....	"	1 55	1 55	1 50	1 75	1 50	1 50	1 55	1 55
12	Osaka.....	"	2 15	2 15	2 15	2 50	2 20	2 20	2 15	2 15
13	Oyster Point.....	"	65	65	65	1 00	75	75	65	65
14	Painter.....	"	75	75	75	1 10	85	85	75	75
15	Palymra.....	"	1 20	1 20	1 20	1 35	1 10	1 10	1 20	1 20
16	Parksley.....	"	90	90	90	1 25	1 00	1 00	90	90
17	Paynes (Fluvanna Co.).....	"	1 20	1 20	1 20	1 25	1 00	1 00	1 20	1 20
18	Pearch.....	"	1 40	1 40	1 40	1 75	1 30	1 30	1 40	1 40
19	Pemberton.....	"	1 10	1 10	1 10	1 25	85	85	1 10	1 10
20	Pembroke.....	"	1 65	1 65	1 55	1 90	1 65	1 65	1 65	1 65
21	Pendleton.....	"	1 10	1 10	1 10	1 10	85	85	1 10	1 10
22	Penlan.....	"	1 20	1 20	1 10	1 50	1 00	1 00	1 20	1 20
23	Pennington.....	"	1 90	1 90	1 90	2 25	1 95	1 95	1 90	1 90
24	Penn Laird.....	"	1 90	1 90	1 90	1 80	1 70	1 70	1 90	1 90
25	Phenix.....	"	1 30	1 30	1 20	1 55	1 30	1 30	1 30	1 30
26	Portsmouth.....	"	50	50	40	75	50	50	50	50
27	Providence Forge.....	"	90	90	75	1 10	75	75	90	90
28	Purdy.....	"	1 00	1 00	1 90	1 25	1 00	1 00	1 00	1 00
29	Quantico.....	"	1 30	1 30	1 30	75	1 00	1 00	1 30	1 30
30	Reusens.....	"	1 40	1 40	1 40	1 75	1 30	1 30	1 40	1 40
31	Rich Creek.....	"	1 65	1 65	1 55	1 90	1 65	1 65	1 65	1 65
32	Richmond.....	"	90	90	90	1 00	50	50	90	90
33	Roanoke.....	"	1 50	1 50	1 40	1 75	1 50	1 50	1 50	1 50
34	Rock Castle.....	"	1 10	1 10	1 10	1 25	85	85	1 10	1 10
35	Rocky Point.....	"	1 50	1 50	1 50	1 75	1 40	1 40	1 50	1 50
36	Roda.....	"	2 15	2 15	2 15	2 50	2 20	2 20	2 15	2 15
37	Rose Hill.....	"	2 00	2 00	2 00	2 35	2 05	2 05	2 00	2 00
38	Roxbury.....	"	90	90	75	1 20	75	75	90	90
39	Ruther Glen.....	"	1 30	1 30	1 15	85	75	75	1 30	1 30
40	Sabot.....	"	1 10	1 10	1 00	1 25	75	75	1 10	1 10
41	Salem.....	"	1 50	1 50	1 40	1 75	1 50	1 50	1 50	1 50
42	Scottsville.....	"	1 20	1 20	1 20	1 25	1 00	1 00	1 20	1 20
43	Sebrell.....	"	85	85	75	1 10	85	85	85	85
44	Sedley.....	"	85	85	75	1 10	85	85	85	85
45	Seneca.....	"	1 40	1 40	1 30	1 65	1 40	1 40	1 40	1 40
46	Shadwell.....	"	1 20	1 20	1 20	1 25	1 10	1 10	1 20	1 20
47	Shores.....	"	1 20	1 20	1 10	1 25	1 00	1 00	1 20	1 20
48	Snowden.....	"	1 50	1 50	1 40	1 75	1 30	1 30	1 50	1 50
49	Springwood.....	"	1 50	1 50	1 50	1 75	1 40	1 40	1 50	1 50
50	Stapleton.....	"	1 40	1 40	1 40	1 50	1 20	1 20	1 40	1 40
51	State Farm.....	"	1 10	1 10	1 10	1 25	75	75	1 10	1 10
52	Staunton.....	"	1 40	1 40	1 40	1 50	1 20	1 20	1 40	1 40
53	Stearnes.....	"	1 10	1 10	1 10	1 25	1 00	1 00	1 10	1 10
54	Stokes.....	"	1 10	1 10	1 10	1 25	85	85	1 10	1 10
55	Stokesville.....	"	1 90	1 90	1 90	1 80	1 70	1 70	1 90	1 90
56	Stonega.....	"	2 15	2 15	2 15	2 50	2 20	2 20	2 15	2 15
57	Stone Mountain.....	"	1 50	1 50	1 40	1 75	1 50	1 50	1 50	1 50
58	Strathmore.....	"	1 20	1 20	1 10	1 25	1 00	1 00	1 20	1 20
59	Suffolk.....	"	75	75	65	1 00	75	75	75	75
60	Summit (Spotsylvania Co.).....	"	1 30	1 30	1 25	75	85	85	1 30	1 30
61	Sunray.....	"	75	75	65	1 00	75	75	75	75
62	Swoope.....	"	1 40	1 40	1 40	1 55	1 20	1 20	1 40	1 40
63	Tasley.....	"	90	90	90	1 25	1 00	1 00	90	90

LINES AND OFFICES OF SAME COMPANY ON RAILWAY LINES—
 RATES—CONTINUED.

Hicks Wharf, Va.	Hockley, Va.	Hop Yard, Va.	Irvington, Va.	Laytons, Va.	Leedstown, Va.	Mill Creek, Va.	Morattico, Va.	Naylor, Va.	New Point, Va.	Ottoman, Va.	Port Royal, Va.	Roads Wharf, Va.	Sandy Point, Va.	Severn Va.	Smithfield, Va.
75	75	25	10	25	25	10	10	25	75	10	25	75	85	7	0
1 75	1 75	1 25	1 10	1 25	1 25	1 10	1 10	1 25	1 75	1 10	1 25	1 75	1 85	1 7	1 0
1 30	1 30	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 30	1 50	1 50	1 30	1 20	1 3	1 0
90	90	50	25	50	50	25	25	50	90	25	50	90	1 00	9	5
1 30	1 30	1 75	1 85	1 75	1 75	1 85	1 75	1 75	1 30	1 85	1 75	1 30	1 10	1 3	1 5
40	40	1 00	75	1 00	1 00	75	75	1 00	40	75	1 00	40	50	4	5
1 90	1 90	2 45	2 25	2 45	2 45	2 25	2 25	2 45	1 90	2 25	2 45	1 90	1 95	1 9	5
75	75	1 35	1 10	1 35	1 35	1 10	1 10	1 35	75	1 10	1 35	75	85	7	0
1 20	1 20	1 20	1 30	1 20	1 20	1 30	1 20	1 20	1 20	1 30	1 20	1 20	1 00	1 2	0
65	65	1 25	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 25	65	75	6	0
1 55	1 55	1 75	1 75	1 75	1 75	1 75	1 75	1 75	1 55	1 75	1 75	1 55	1 50	1 5	5
2 15	2 15	2 70	2 50	2 70	2 70	2 50	2 50	2 70	2 15	2 50	2 70	2 15	2 20	2 1	0
65	65	1 25	1 00	1 25	1 25	1 00	1 00	1 25	65	1 00	1 25	65	75	6	0
75	75	1 35	1 10	1 35	1 35	1 10	1 10	1 35	75	1 10	1 35	75	85	7	0
1 20	1 20	1 35	1 45	1 35	1 35	1 45	1 35	1 35	1 20	1 45	1 35	1 20	1 10	1 2	5
90	90	1 50	1 25	1 50	1 50	1 25	1 25	1 50	90	1 25	1 50	90	1 00	9	5
1 20	1 20	1 25	1 50	1 25	1 25	1 50	1 25	1 25	1 20	1 50	1 25	1 20	1 00	1 2	5
1 40	1 40	1 75	1 75	1 75	1 75	1 75	1 75	1 75	1 40	1 75	1 75	1 40	1 30	1 4	5
1 10	1 10	1 25	1 45	1 25	1 25	1 45	1 25	1 25	1 10	1 45	1 25	1 10	1 85	1 1	5
1 65	1 65	2 15	1 90	2 15	2 15	1 90	1 90	2 15	1 65	1 90	2 15	1 65	1 65	1 6	1
1 10	1 10	1 10	1 20	1 10	1 10	1 20	1 10	1 10	1 10	1 20	1 10	1 10	1 85	1 1	1
1 20	1 20	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 20	1 50	1 50	1 20	1 00	1 2	1
1 90	1 90	2 45	2 25	2 45	2 45	2 25	2 25	2 45	1 90	2 25	2 45	1 90	1 95	1 9	5
1 90	1 90	1 70	1 90	1 80	1 70	1 90	1 80	1 90	1 90	1 70	1 90	1 70	1 70	1 9	1
1 30	1 30	1 75	1 55	1 75	1 75	1 55	1 55	1 75	1 30	1 55	1 75	1 30	1 30	1 3	1
50	50	1 00	75	1 00	1 00	75	75	1 00	50	75	1 00	50	50	5	4
90	90	1 20	1 10	1 20	1 20	1 10	1 10	1 20	90	1 10	1 20	90	75	9	7
1 00	1 00	1 50	1 25	1 50	1 50	1 25	1 25	1 50	1 00	1 25	1 50	1 00	1 00	1 0	1
1 30	1 30	75	85	75	75	85	75	75	1 30	85	75	1 30	1 00	1 3	1
1 40	1 40	1 75	1 75	1 75	1 75	1 75	1 75	1 75	1 40	1 75	1 75	1 40	1 30	1 4	1
1 65	1 65	2 15	1 90	2 15	2 15	1 90	1 90	2 15	1 65	1 90	2 15	1 65	1 65	1 6	1
90	90	1 00	1 10	1 00	1 00	1 10	1 00	1 00	90	1 10	1 00	90	50	9	0
1 50	1 50	1 90	1 75	1 90	1 90	1 75	1 75	1 90	1 50	1 75	1 90	1 50	1 50	1 5	1
1 10	1 10	1 25	1 45	1 25	1 25	1 45	1 25	1 25	1 10	1 45	1 25	1 10	1 85	1 1	1
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 50	1 40	1 5	1
2 15	2 15	2 70	2 50	2 70	2 70	2 50	2 50	2 70	2 15	2 50	2 70	2 15	2 20	2 1	1
2 00	2 00	2 55	2 35	2 55	2 55	2 35	2 35	2 55	2 00	2 35	2 55	2 00	2 05	2 0	1
90	90	1 20	1 25	1 20	1 20	1 25	1 20	1 20	90	1 25	1 20	90	75	9	1
1 30	1 30	85	95	85	85	95	85	85	1 30	95	85	1 30	75	1 8	1
1 10	1 10	1 25	1 25	1 25	1 25	1 25	1 25	1 25	1 10	1 25	1 25	1 10	1 75	1 1	1
1 50	1 50	2 00	1 75	2 00	2 00	1 75	1 75	2 00	1 50	1 75	2 00	1 50	1 50	1 5	1
1 20	1 20	1 25	1 50	1 25	1 25	1 50	1 25	1 25	1 20	1 50	1 25	1 20	1 00	1 2	1
85	85	1 35	1 10	1 35	1 35	1 10	1 10	1 35	85	1 10	1 35	85	85	1 1	1
85	85	1 35	1 10	1 35	1 35	1 10	1 10	1 35	85	1 10	1 35	85	85	1 1	1
1 40	1 40	1 85	1 65	1 85	1 85	1 65	1 65	1 85	1 40	1 65	1 85	1 40	1 40	1 4	1
1 20	1 20	1 25	1 45	1 25	1 25	1 45	1 25	1 25	1 20	1 45	1 25	1 20	1 10	1 2	1
1 20	1 20	1 25	1 50	1 25	1 25	1 50	1 25	1 25	1 20	1 50	1 25	1 20	1 00	1 2	1
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 50	1 30	1 5	1
1 50	1 50	1 75	1 75	1 75	1 75	1 75	1 75	1 75	1 50	1 75	1 75	1 50	1 40	1 5	1
1 40	1 40	1 60	1 50	1 50	1 50	1 50	1 50	1 50	1 40	1 50	1 50	1 40	1 20	1 4	1
1 10	1 10	1 25	1 25	1 25	1 25	1 25	1 25	1 25	1 10	1 25	1 25	1 10	1 75	1 1	1
1 40	1 40	1 50	1 50	1 50	1 50	1 50	1 50	1 50	1 40	1 50	1 50	1 40	1 20	1 4	1
1 10	1 10	1 25	1 45	1 25	1 25	1 45	1 25	1 25	1 10	1 45	1 25	1 10	1 00	1 1	1
1 10	1 10	1 25	1 45	1 25	1 25	1 45	1 25	1 25	1 10	1 45	1 25	1 10	1 85	1 1	1
1 90	1 90	1 70	1 90	1 80	1 70	1 90	1 80	1 90	1 90	1 70	1 90	1 70	1 70	1 9	1
2 15	2 15	2 70	2 50	2 70	2 70	2 50	2 50	2 70	2 15	2 50	2 70	2 15	2 20	2 1	1
1 50	1 50	2 00	1 75	2 00	2 00	1 75	1 75	2 00	1 50	1 75	2 00	1 50	1 50	1 5	1
1 20	1 20	1 25	1 50	1 25	1 25	1 50	1 25	1 25	1 20	1 50	1 25	1 20	1 00	1 2	1
75	75	1 25	1 00	1 25	1 25	1 00	1 00	1 25	75	1 00	1 25	75	75	1 0	1
1 30	1 30	75	85	75	75	85	75	75	1 30	85	75	1 30	85	1 3	1
75	75	1 35	1 00	1 25	1 25	1 00	1 00	1 25	75	1 00	1 25	75	75	1 0	1
1 40	1 40	1 55	1 65	1 55	1 55	1 65	1 55	1 55	1 40	1 65	1 55	1 40	1 20	1 4	1
90	90	1 60	1 25	1 50	1 50	1 25	1 25	1 50	90	1 25	1 50	90	1 00	1 2	1

RATES BETWEEN OFFICES OF THE ADAMS EXPRESS CO. ON WATER MERCHANDISE

		WATER LINES.							
		Auburn Wharf, Va.	Baileys Wharf, Va.	Battery Park, Va.	Bowlers Wharf, Va.	City Point, Va.	Cobham Wharf, Va.	Diggs Wharf, Va.	Disonsdale, Va.
1	Toano.....Va.	75	75	75	1 10	85	85	75	75
2	Townsend.....	75	75	75	1 10	85	85	75	75
3	Trevilian.....	1 10	1 10	1 10	1 20	1 00	1 00	1 10	1 10
4	Troy.....	1 20	1 20	1 20	1 35	1 10	1 10	1 20	1 20
5	Tyler.....	1 10	1 10	1 10	1 10	85	85	1 10	1 10
6	Victoria.....	1 20	1 20	1 10	1 45	1 20	1 20	1 20	1 20
7	Vinita.....	1 10	1 10	1 00	1 25	75	75	1 10	1 10
8	Walker (New Kent Co.).....	75	75	75	1 10	75	75	75	75
9	Walker Ford.....	1 40	1 40	1 40	1 50	1 20	1 20	1 40	1 40
10	Walters.....	85	85	75	1 10	85	85	75	85
11	Warminster.....	1 30	1 30	1 20	1 50	1 10	1 10	1 30	1 30
12	Warren.....	1 30	1 20	1 20	1 50	1 10	1 10	1 30	1 20
13	Waugh.....	1 40	1 40	1 40	1 75	1 30	1 30	1 40	1 40
14	Waynesboro.....	1 40	1 40	1 30	1 45	1 20	1 20	1 40	1 40
15	West View.....	1 10	1 10	1 10	1 25	85	85	1 10	1 10
16	Wheeler.....	2 15	2 15	2 15	2 50	2 20	2 20	2 15	2 15
17	Whitethorne.....	1 60	1 60	1 50	1 85	1 60	1 60	1 60	1 60
18	Widewater.....	1 30	1 30	1 30	75	1 00	1 00	1 30	1 30
19	Wildwood.....	1 20	1 20	1 20	1 35	1 10	1 10	1 20	1 20
20	Williamsburg.....	75	75	65	1 10	75	75	75	75
21	Winchester.....	1 65	1 85	1 65	1 50	1 75	1 75	1 65	1 65
22	Windsor Shades.....	75	75	75	1 10	75	75	75	75
23	Wingina.....	1 30	1 30	1 30	1 50	1 20	1 20	1 30	1 30
24	Woodlane.....	1 30	1 30	1 25	75	85	85	1 30	1 30
25	Yellow Sulphur.....	1 60	1 60	1 50	1 85	1 60	1 60	1 60	1 60
26	Zion.....	1 20	1 20	1 20	1 35	1 10	1 10	1 20	1 20

LINES AND OFFICES OF SAME COMPANY ON RAILWAY LINES—
RATES—CONTINUED.

Rates between Offices of the Adams Express Company on Water Lines and Offices of the same Company on Railway Lines—Continued.

RATES ON "GENERAL SPECIAL" ARTICLES.

On all articles appearing in Express Classification as "G. S.," moving between offices of the Adams Express Company on water lines and offices of the same company on railway lines in Virginia, the through rates per 100 pounds will be found by combining the rates over water portions and rail portions of the routes, respectively, as follows:

Over water lines . . . 80 per cent. of the Merchandise rates, as shown on pages 596 and 597 to or from the port where transfer to or from railway line is made.

Over railway lines . . Proportional rates for railway lines, according to Rule 2 or Rule 4 of Express Tariff No. 2. (On the "General Special" articles named in Rule 4 of Express Tariff No. 2, the proportional rate over a railway line is 80 per cent. of the proportional Merchandise rates shown in Express Tariff No. 3.)

The lowest combination by any available routes applies over the route used.

The minimum charge of 35 cents applies through from point of shipment to destination, in connection with the through rates, pound rates (see Rule 6 [d] of Express Classification), made as above, but the charge on a shipment weighing 5 pounds or less shall not exceed 25 cents.

RATES ON "SCALE K" ARTICLES AND ICE.

Scale of Rates on Articles appearing in Express Classification as "Scale K," namely: Ale, Beer, Bishop's Beer, Cider, Coca Cola, Ginger Ale, Moxie, Pop, Soda, Mineral and Spring Waters (not including water sent for analysis) and Vani-Kola; and Ice.

(a) At *Pound Rates—No shipment less than 30 cents (see Rule 12 of Express Classification); except that the charge on a shipment weighing 5 pounds or less shall not exceed 25 cents.

(b) These rates apply to Soda Water and Pop only when in cases covered with wood or in closed barrels; in cases not so covered, Merchandise rates only.

(c) When the rate on Merchandise per 100 pounds is.....	40	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 75	2 00	2 25
The special rate per 100 lbs. on Ale, Beer, etc., will be.....	30	35	40	50	60	60	65	75	85	90	1 05	1 20	1 35
When the rate on Merchandise per 100 pounds is.....	2 50	2 75	3 00	....	....	....	....	....	....	....	....	....	....
The "Scale K" rate per 100 lbs. on Ale, Beer, etc., will be.....	1 50	1 65	1 80	....	....	....	....	....	....	....	....	....	....

*For explanation of "pound rates," see Rule 6 (d) of Express Classification.

**Rates between Offices of the Adams Express Company on Water
Lines and Offices of the same Company on Rail-
way Lines—Continued.**

RATES ON "SCALE K" ARTICLES AND ICE— CONTINUED.

(d) Bishop's Beer, Cider, Ginger Ale, Moxie, Pop , Soda, Mineral and Spring Waters (not including water sent for analysis) must be charged for at actual weights; at the rates named above.

(e) Ale and Beer, in cases, kegs or barrels, to be billed and charged for at the following weights:

$\frac{1}{8}$ barrel.....	50 lbs.	2 doz. quarts in cases.....	85 lbs.
$\frac{1}{4}$ "	100 "	3 doz. pints in cases.....	80 "
$\frac{1}{2}$ "	180 "	4 doz. pints in cases.....	105 "
Full size barrel.....	350 "	4 doz. quarts in cases.....	170 "
2 doz. pints in cases.....	55 "	6 doz. quarts in bbls.....	250 "
1 doz. quarts in cases.....	50 "	10 doz. pints in bbls.....	250 "

(f) Coca Cola or Vani-Kola, estimate weight of cases containing six dozen short pints at 125 pounds.

(g) Should the above scale not show the exact Merchandise rate applicable between a point on water line and a point on railway line, the next higher Merchandise rate shown therein will be used as the basis for arriving at the rate on "Scale K" Articles and Ice.

RATES ON MONEY.

Through rates on Money will be made according to provisions therefor shown with rates on Money between express offices located on water routes. on pages 598 to 599.

COMMODITY RATES.

Commodity rates have precedence over, and where applicable are to be used in lieu of, mileage or regular tariff rates.

For use in State of Virginia by Adams Express Company.

(For Mileage rates on Milk and Cream, and rates on Oysters between certain points, see Tables on second and third following pages, respectively.)

BETWEEN		ARTICLES	Per 100 lbs. unless otherwise specified.
Appalachia and Hubbard Springs.		Live Poultry.	\$ 45
" " Hubbard Springs.		Fruit, except apples and pears.	35
" " Norton.		Pop in covered boxes (Minimum 25c).	22
Big Stone Gap and Norton.		Fresh Meat.	25
" " Norton.		Pop in covered boxes (minimum 25c).	23
FROM		TO	
Christiansburg.	Christiansville.	Cream.	75
" "	Lynchburg.	Live Poultry.	60
" "	"	Cream.	50
" "	Norfolk.	Dressed Poultry.	75
" "	"	Live Poultry.	1 00
" "	"	Cream.	50
" "	Richmond.	Cream.	50
" "	"	Dressed Poultry.	75
" "	"	Live Poultry.	1 00
" "	Salem.	Cream (minimum charge 25c per shipment).	25
BETWEEN		TO	
Dayton and Richmond.		Produce.	80
FROM		TO	
Eggleston.	Norfolk.	Live Poultry.	1 00
" "	Richmond.	Live Poultry.	1 00
Fillett.	Charlottesville.	Cream.	75
" "	Lynchburg.	Live Poultry.	60
" "	"	Cream.	50
" "	Norfolk.	Dressed Poultry.	75
" "	"	Live Poultry.	1 00
" "	Richmond.	Cream.	50
" "	"	Dressed Poultry.	75
BETWEEN		TO	
Norton and Big Stone Gap.		Pop in covered boxes (minimum 25c).	\$ 23
" " Olinger.		Pop in covered boxes (minimum 25c).	25
" " Stonega.		Fresh Meat.	35
" " Stonega.		Cabbage.	30
Olinger and Norton.		Pop in covered boxes (minimum 25c).	25
FROM		TO	
Pembroke.	Norfolk.	Live and Dressed Poultry.	1 00
" "	Richmond.	Live Poultry.	1 00
BETWEEN			
Penn Laird and Norfolk.		Produce.	1 00
" " Richmond.		Live Poultry.	1 15
" " Richmond.		Produce.	75
" " Williamsburg.		Produce.	1 00
Pennington and Hubbard Springs.		Live Poultry and Eggs.	25
Portsmouth and Staunton.		Oysters, shelled.	80
FROM		TO	
Portsmouth.	Christiansburg.	{ Fish, per sugar barrel containing not more than 200 pounds net fish. Excess weight to be charged pro rata.	2 25
" "	Ellett.		
" "	Yellow Sulphur.		
Portsmouth.	Suffolk.	{ Fish, per sugar barrel.	50
BETWEEN		(Westbound only)	
Portsmouth and Winchester.		Oysters.	75
Richmond and Dayton.		Produce.	80
" " Mount Solon.		General Specials.	80

EXPRESS RATES.

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***Applies per package.**

Based on 200 pounds net fish. Excess of this weight net fish will be charged for pro rata.

COMMODITY RATES—ADAMS EXPRESS COMPANY—CONTINUED.

MILEAGE SCALE OF RATES ON MILK (See Note Below).
Applicable between points on The Virginian Railway.

DISTANCES.	Scale for 10 Gallon Can	Scale for 8 Gallon Can	Scale for 5 Gallon Can
	Cents	Cents	Cents
25 miles and less.....	20	18	14
30 and over 25 miles.....	21	19	15
35 and over 30 miles.....	22	20	15
40 and over 35 miles.....	23	21	16
45 and over 40 miles.....	24	22	17
50 and over 45 miles.....	25	22	17
60 and over 50 miles.....	26	23	18
70 and over 60 miles.....	27	24	19
80 and over 70 miles.....	28	25	20
90 and over 80 miles.....	29	26	20
100 and over 90 miles.....	30	27	21
115 and over 100 miles.....	31	28	22
130 and over 115 miles.....	32	29	22
145 and over 130 miles.....	33	30	23
160 and over 145 miles.....	34	31	24
175 and over 160 miles.....	35	31	24
190 and over 175 miles.....	36	32	25
205 and over 190 miles.....	37	33	26
220 and over 205 miles.....	38	34	27
235 and over 220 miles.....	39	35	27
250 and over 235 miles.....	40	36	28
265 and over 250 miles.....	41	37	29
280 and over 265 miles.....	42	38	29
295 and over 280 miles.....	43	39	30
310 and over 295 miles.....	44	40	31
325 and over 310 miles.....	45	40	31
340 and over 325 miles.....	46	41	32
355 and over 340 miles.....	47	42	33
370 and over 355 miles.....	48	43	34
385 and over 370 miles.....	49	44	34
400 and over 385 miles.....	50	45	35
415 and over 400 miles.....	51	46	36
430 and over 415 miles.....	52	47	36
445 and over 430 miles.....	53	48	37
460 and over 445 miles.....	54	49	38
475 and over 460 miles.....	55	49	38
490 and over 475 miles.....	56	50	39
505 and over 490 miles.....	57	51	40

NOTE.—These rates apply only on shipments delivered at depots by shippers and taken from depots at destination by consignees. With wagon service by express company the General Special rates apply.

COMMODITY RATES—ADAMS EXPRESS COMPANY—CONTINUED.

OYSTERS.

Between points in Virginia as shown below.

RATES PER 100 POUNDS.

BETWEEN	Alexandria	Lexington	Portsmouth	Richmond	Staunton	Winchester
Bird's Nest.....	65				*1.00	75
Blackmans.....	65	\$1.25			1.00	75
Bloxom.....	65	*1.25		*85	*1.00	75
Bowlers Wharf.....	65	1.25			1.00	75
Cape Charles.....	65			65		75
Cheriton.....	65			65		75
Cobbs.....	65			65		75
Eastville.....	65					75
Exmore.....	65				*1.00	75
Fredericksburg.....			65			75
Greenbush.....	65	*1.25		*85	*1.00	75
Hallwood.....	65	*1.25		*85	*1.00	75
Irvington.....	65	1.25		*85	1.00	75
Laytons.....	65	1.25	65		1.00	75
Lecato.....	65	*1.25		*85	*1.00	75
Leedstown.....	65	1.25	65		1.00	75
Machipongo.....	65				*1.00	75
Makemie Park.....	65	*1.25		*85	*1.00	75
Melfa.....	65				*1.00	75
Mill Creek.....	65	1.25		*85	1.00	75
Moran.....	65	1.25			1.00	75
Morattico.....	65	1.25			1.00	75
Nassawadox.....	65				*1.00	75
Naylor.....	65	1.25	65		1.00	75
North End.....	65	1.25		*85	1.00	75
Oak Hall.....	65	*1.25		*85	*1.00	75
Onley.....	65				*1.00	75
Ottoman.....	65	1.25		*85	1.00	75
Painter.....	65				*1.00	75
Parksley.....	65	*1.25		*85	*1.00	75
Plantation.....	65			65		75
Port Royal.....	65	1.25	65		1.00	75
Sharps.....	65	1.25			1.00	75
Tappahannock.....	65	1.25			1.00	75
Tasley.....	65	*1.25		*85	*1.00	75
Townsend.....	65				*1.00	75
Urbanna.....	65	1.25			1.00	75
Wellfords.....	65	1.25			1.00	75

*Does not apply on Oysters in shells or canned, on which the regular "General Special" rates are to be used.

COMMODITY RATES—CONTINUED.
For use in State of Virginia by Southern Express Company.

FROM VIRGINIA	TO VIRGINIA	ARTICLES	Rate per cwt. unless other- wise specified.	FROM VIRGINIA	TO VIRGINIA	ARTICLES	Rate per cwt. unless other- wise specified.
Abingdon.	Norfolk	Live Poultry.	\$1 25	Finney.	Richmond.	Dressed Poultry.	1 00
Alexandria.	Richmond	Live Poultry.	1 25	"	"	Live Poultry.	1 25
"	Bowman			Five Oaks.	Norfolk	Live Poultry.	1 10
"	Broadway.			"	Richmond.	Live Poultry.	1 10
"	Cowana.			Forest.	Norfolk	Live and Dressed Poultry.	1 85
"	Edinburg.			Foster Falls.	Richmond	Live Poultry.	1 05
"	Fisher's Hill			Fries.	Norfolk	Live and Dressed Poultry.	1 10
"	Harrisonburg.			"	Portsmouth.	Butter and Eggs.	1 25
"	Linnville			"	"	d Poultry.	1 10
"	Maurertown.			Galax.	Norfolk		1 10
"	Mt. Jackson.			"	Portsmouth.		1 10
"	New Market			"	"		1 10
"	Quicksburg			"	"		1 10
"	Strasburg Jct.			"	"		1 10
"	Timberville.			"	"		1 10
"	Toms Brook			"	Richmond.		1 10
"	Woodstock			Glade Spring	Newport News.		1 15
Allisonia.	Norfolk			"	Norfolk		1 15
Appomattox.	Richmond	Live and Dressed Poultry	1 00	Gladyz.	Richmond	Live Poultry.	1 15
Atkins	Norfolk	Live Poultry	1 00	Glen Lyn.	Norfolk	Live Poultry.	1 05
"	Falls Mills	Live Poultry	85	"	Richmond	Live Poultry.	1 05
"	Graham.	Cabbage.	40	Goode.	Lynchburg.	Butter and Eggs.	1 05
Austinville.	"	Cabbage.	40	"	Norfolk	Live Poultry.	1 05
"	Norfolk	Live Poultry	1 05	Graham	"	Live Poultry.	1 05
Barren Springs.	Richmond	Live Poultry	1 05	"	Richmond	Live and Dressed Poultry.	1 05
Bedford	Norfolk	Live Poultry	1 05	Grottoes	Norfolk	Live Poultry.	1 05
Belaspring.	"	Live Poultry	1 05	Grove Hill.	"	Live Poultry.	1 25
"	"	Live and Dressed Poultry.	1 00	Hampton.	Danville.		1 00
Betty Baker	Richmond	Live Poultry.	1 00	Harrisonburg.	Roanoke.		1 00
"	Norfolk	Live Poultry.	1 05	"	Winchester.		1 00
Blair	Richmond	Live Poultry.	1 05	Henry.	Norfolk		1 10
"	Norfolk	Live Poultry.	1 10	Hickory Ground.	"		
Blue Ridge	Richmond	Live Poultry.	1 10				
"	Norfolk	Live Poultry.	1 10				
"	"	Peaches	75				
"	Roanoke.	Peaches	35				
"	Salem.	Peaches	25	Honaker.	"		
Bonsack.	Norfolk	Live and Dressed Poultry.	90	"	Richmond		
"	"	Peaches	75	Houston.	Norfolk.		
Born's Mill	Richmond	Live Poultry	1 10	"	Richmond		
Burkeville	Richmond	Cream, per gallon, in cans without lev, min. 25 cents	03	Inland Ford.	Norfolk.		
				Ivanhoe	"		
				"	Richmond		

COMMODITY RATES—SOUTHERN EXPRESS COMPANY—CONTINUED.

FROM VIRGINIA	TO VIRGINIA	ARTICLES	Rate per cwt. unless other- wise specified	FROM VIRGINIA	TO VIRGINIA	ARTICLES	Rate per cwt. unless other- wise specified
Norfolk	Dublin	Consigned Mds.	\$1 25	Rice	Petersburg	Cream, minimum 30c., per gallon.	03
"	Elliston	Consigned Mds.	1 15	"	Richmond	Cream, in cans, without ice, minimum 25c. per gallon.	03
"	Evergreen	Consigned Mds.	1 00	Richland	Norfolk	Live Poultry.	1 15
"	Forest	Consigned Mds.	1 00	"	Richmond	Live Poultry.	1 15
"	Franklin	*Flab. per sugar barrel.	1 80	Ridgeway	Norfolk	Live Poultry.	1 10
"	Goode		1 00	Ripplemead	Richmond	Live and Dressed Poultry.	1 00
"	Greenville		90	"	Norfolk	Live Poultry.	1 00
"	Groton		90	Riverside	Richmond	Live Poultry.	1 25
"	Grove Hill		90	"	Norfolk	Live Poultry.	1 00
"	Island Ford		45	Roanoke	Old Pt. Comfort	Dressed Poultry	1 00
"	Ivor		1 00	"	Blue Ridge	Lambs.	30
"	Lowry		90	"	Norfolk	Live Poultry	1 00
"	Lynchburg		1 75	"	Petersburg	Peaches	75
"	Luxay		90	"	Richmond	Peaches	75
"	Lyndhurst		1 00	Roanoke	Southern Express Offices.	Overalls	
"	Montvale		2 00				
"	Marlbrook		1 25				
"	New River		1 00				
"	Petersburg		1 00				
"	"		1 25				
"	"		1 00				
"	"		75				
"	"		75				
"	Radford		1 25				
"	Richmond		1 00				
"	Rileyville		1 00				
"	Riverade		1 05				
"	Roanoke		2 00				
"	Salem		1 10				
"	"		2 25				
"	Shenandoah		90				
"	Stanley		90				
"	Stuart's Draft		90				
"	Staunton		80				
"	Suffolk		35				
"	"		30				
"	Thaxton		1 00				
"	"		2 00				
"	Veetorius		90				

EXPRESS RATES.

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	Vinton	Consigned Midee	1 05	Shenandoah	Norfolk	1 25
"	Wakefield	Consigned Midee	45	Spout Springs	"	85
"	Waverly	Consigned Midee	45	Stanley	"	25
"	Zuni	Consigned Midee	40	Stuart's Draft	"	25
Norton	Norfolk	Live Poultry	1 20	Suffolk	Petersburg	75
"	Richmond	Live Poultry	1 20	"	Richmond	1 00
Pamplin	Richmond	Live Poultry	1 20	"	Statton	2 00
Pearaburg	"	Live Poultry	80	"	"	1 00
"	Richmond	Live and Dressed Poultry	1 00	"	"	1 15
"	Richmond	Live Poultry	1 00	Swords Creek	Norfolk	1 15
Pembroke	Norfolk	Live and Dressed Poultry	1 00	"	Richmond	1 15
"	Richmond	Live Poultry	1 00	Tacoma	"	1 20
Port Republic	Richmond	Live Poultry	1 25	"	Richmond	1 20
Portsmouth	Norfolk	"Fish, per sugar barrel	2 75	Tasewell	Norfolk	1 10
"	Abingdon	"Fish, per sugar barrel	2 00	"	Richmond	1 10
"	Bedford	"Fish, per sugar barrel	2 00	Thaxton	Richmond	1 10
"	Christiansburg	"Fish, per sugar barrel	2 75	"	Norfolk	90
"	Crockett	"Fish, per sugar barrel	1 75	Tip Top	"	75
"	Danville	"Fish, per sugar barrel	80	Troutville	"	1 10
"	Franklin	"Fish, per sugar barrel	2 75	"	Richmond	50
"	Marion	"Fish, per sugar barrel	2 00	"	"	50
"	Montvale	"Fish, per sugar barrel	2 00	"	Richmond	90
"	Roanoke	"Fish, per sugar barrel	2 00	Vinton	Norfolk	90
"	Salem	"Fish, per sugar barrel	2 25	Vesuvius	"	25
"	Staunton	Fish, per 100 pounds	80	Virginia Beach	"	1 80
"	Suffolk	"Fish, per sugar barrel	80	"	Blackstone	80
"	Thaxton	"Fish, per sugar barrel	2 00	"	Courtland	1 40
"	Wytheville	"Fish, per sugar barrel	2 75	"	Danville	2 25
Pounding Mill	Norfolk	Live Poultry	1 15	"	"	1 35
"	Richmond	Live Poultry	1 15	"	Franklin	75
Pulaski	Norfolk	Live Poultry	1 05	"	Ivor	80
"	Richmond	Live Poultry	1 05	"	"	1 40
Radford	Norfolk	Cream	50	"	Lynchburg	25
"	"	Live and Dressed Poultry	1 00	"	"	2 10
"	Richmond	Cream	50	"	Petersburg	1 15
"	Richmond	Live Poultry	1 00	"	Prospect	2 20
"	Roanoke	Cream	35	"	Richmond	1 50
Rapidan	<div> <div> Southern Express Co.'s Office on Southern R'y, Danville, Va., & north thereof. </div> <div> Books to and from Library Associations. </div> </div>		10c. each for 1 1/4 lbs. or less and for packages exceeding 1 1/4 lbs. 1c for each additional 2 oz. or fraction thereof	"	Roanoke	90
"	"	Live Poultry	1 15	"	Salem	2 50
"	"	Live Poultry	1 15	"	"	1 50
"	"	Cream, minimum 30c., per gallon	03	"	Windor	2 75
"	"	Milk, per gallon	03	"	Wytheville	1 60
"	"	"	03	"	Norfolk	1 35
"	"	"	03	"	Richmond	1 50
"	"	"	03	"	Richmond	1 20
"	"	"	03	"	Norfolk	1 20
"	"	"	03	"	Clifton Forge	1 10
"	"	"	03	"	Farmville	1 00
"	"	"	03	"	Lynchburg	70
"	"	"	03	"	Richmond	80
"	"	"	03	"	"	50

*Note—These rates per sugar barrel are based on 200 pounds net fish. Excess of this weight will be charged pro rata.

COMMODITY RATES—SOUTHERN EXPRESS COMPANY—CONTINUED.

FROM	TO	ARTICLES	Rate per cwt. unless other-wise specified.	FROM	TO	ARTICLES	Rate per cwt. unless other-wise specified.
VIRGINIA	VIRGINIA			VIRGINIA	VIRGINIA		
West Point	Roanoke	Bulk Oysters	\$1 00	Woodstock	Richmond	*Milk and Cream:	
"	South Boston	Bulk Oysters	75	Vis Southern Express Co. and Adams		5 gallon cans, per can	\$ 42
"	Staunton	Bulk Oysters	80	Express Co.		8 gallon cans, per can	54
"	Winchester	Bulk Oysters	1 00			10 gallon cans, per can	60
				Wytheville	Norfolk	Live Poultry	1 05
				"	Richmond	Live Poultry	1 05
				Zuni	Norfolk	Eggs	30

*To be charged on full capacity of can, whether full or partly filled. In case of loss or damage in transit to Cream at these rates, claims will not be paid in excess of the value of the same quantity of Milk.

MILEAGE SCALE OF RATES ON ICE, AS FOLLOWS:

Applicable between any two points in Virginia reached by the Southern Express Company, on basis of the distances over its shortest available routes.

1 to 50 miles	25 cents per cwt.
51 to 100 miles	30 cents per cwt.
101 to 150 miles	40 cents per cwt.
151 to 200 miles	45 cents per cwt.
201 to 250 miles	50 cents per cwt.

COMMODITY RATES—SOUTHERN EXPRESS COMPANY—CONTINUED.

MILK AND CREAM.

Applicable as follows :

(1) Between offices on Norfolk and Western Railway; also from offices on Norfolk and Western Railway to Richmond. (In Southern Express Company's Commodity Tariff No. 3900).

(2) Between offices on Southern Railway. (In Southern Express Company's Commodity Tariff No. 3925).

DISTANCES.	Scale for 10 gallon can	Scale for 8 gallon can	Scale for 5 gallon can	DISTANCES.	Scale for 10 gallon can	Scale for 8 gallon can	Scale for 5 gallon can
	Cents	Cents	Cents		Cents	Cents	Cents
25 miles and less.....	20	18	14	235 and over 220 miles.	39	35	27
30 and over 25 miles.	21	19	15	250 and over 235 miles.	40	36	28
35 and over 30 miles.	22	20	15	265 and over 250 miles.	41	37	29
40 and over 35 miles.	23	21	16	280 and over 265 miles.	42	38	29
45 and over 40 miles.	24	22	17	295 and over 280 miles.	43	39	30
50 and over 45 miles.	25	22	17	310 and over 295 miles.	44	40	31
60 and over 50 miles.	26	23	18	325 and over 310 miles.	45	40	31
70 and over 60 miles.	27	24	19	340 and over 325 miles.	46	41	32
80 and over 70 miles.	28	25	20	355 and over 340 miles.	47	42	33
90 and over 80 miles.	29	26	20	370 and over 355 miles.	48	43	34
100 and over 90 miles.	30	27	21	385 and over 370 miles.	49	44	34
115 and over 100 miles.	31	28	22	400 and over 385 miles.	50	45	35
130 and over 115 miles.	32	29	22				
145 and over 130 miles.	33	30	23				
160 and over 145 miles.	34	31	24				
175 and over 160 miles.	35	31	24				
190 and over 175 miles.	36	32	25				
205 and over 190 miles.	37	33	26				
220 and over 205 miles.	38	34	27				

Charge on full capacity of can, whether shipped full or partly filled.

Minimum charge, 25 cents.

In case of loss or damage to cream carried at the above rates, the shippers or consignees will not be paid in excess of the value of the same quantity of milk.

For use in the State of Virginia by the United States Express Company.

Rates on Milk and Cream in cans at 10 lbs. per gallon, on basis of full capacity of can, between all offices of the United States Express Company in Virginia.

	5 gallons or less	Over 5 gallons and not over 10 gallons
For all distances.....	\$0 20	\$0 40

Pound rates (see Rule 6 [d] of Express Classification), minimum charge 30 cents.

RATES ON MONEY.

Currency—Between all offices of the United States Express Company in Virginia, 35 cents per \$1,000.

Applicable to all Express Companies.

Express Classification

AS ADOPTED BY

The Virginia
State Corporation Commission

As Amended to December 31, 1913.

For use in connection with Rates and Charges prescribed for
Express Companies in the State of Virginia.

WHEN RATE IS IN EFFECT		2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75
Packages not over...		1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25	1 lb. 25
Over 1 lb.		2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35	2 " 35
" 2 "		3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45	3 " 45
" 3 "		4 " 50	4 " 55	4 " 55	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60	4 " 60
" 4 "		5 " 55	5 " 60	5 " 60	5 " 65	5 " 65	5 " 70	5 " 70	5 " 70	5 " 70	5 " 75	5 " 75	5 " 75
" 5 "		7 " 60	7 " 70	7 " 70	7 " 75	7 " 75	7 " 80	7 " 80	7 " 85	7 " 85	7 " 90	7 " 90	7 " 100
" 7 "		10 " 70	10 " 75	10 " 75	10 " 80	10 " 80	10 " 90	10 " 90	10 " 100	10 " 100	10 " 100	10 " 100	10 " 110
" 10 "		15 " 75	15 " 85	15 " 85	15 " 90	15 " 90	15 " 100	15 " 100	15 " 110	15 " 110	15 " 115	15 " 115	15 " 125
" 15 "		20 " 85	20 " 100	20 " 100	20 " 110	20 " 110	20 " 120	20 " 120	20 " 125	20 " 125	20 " 130	20 " 130	20 " 140
" 20 "		25 " 100	25 " 110	25 " 110	25 " 120	25 " 120	25 " 130	25 " 130	25 " 140	25 " 140	25 " 150	25 " 150	25 " 160
" 25 "		30 " 100	30 " 115	30 " 115	30 " 130	30 " 130	30 " 150	30 " 150	30 " 160	30 " 160	30 " 170	30 " 170	30 " 175
" 30 "		35 " 100	35 " 115	35 " 125	35 " 140	35 " 140	35 " 160	35 " 160	35 " 170	35 " 170	35 " 190	35 " 190	35 " 200
" 35 "		40 " 100	40 " 115	40 " 125	40 " 140	40 " 140	40 " 165	40 " 175	40 " 185	40 " 185	40 " 200	40 " 200	40 " 225
" 40 "		45 " 100	45 " 115	45 " 125	45 " 140	45 " 140	45 " 165	45 " 175	45 " 190	45 " 200	45 " 215	45 " 215	45 " 240
" 45 "		50 " 100	50 " 115	50 " 125	50 " 140	50 " 140	50 " 165	50 " 175	50 " 190	50 " 200	50 " 215	50 " 225	50 " 240

When the rate per 100 lbs. is \$2.00 or more, charge pound rates for 50 lbs. or over; but the charge on a package less than 50 lbs. in weight must not be greater than the charge for 50 lbs. If less than \$2.00 per 100 lbs. graduated charge must be made; but the charge for a shipment at a rate of less than \$2.00 per 100 lbs. shall not be more than the charge on the same shipment when the rate is \$2.00 or more per 100 lbs.

RULES FOR AGENTS OF EXPRESS COMPANIES.

1. (a) Give a receipt of the prescribed form for all matter received. Always ask shippers to declare the value, and when given insert it in the receipt, mark it on the package and enter amount on the way-bill. If shippers refuse to state value, write or stamp on the receipt "Value asked and not given."

2. (a) Require prepayment or guarantee of charges for, and so way-bill, all matter evidently not worth charges. Shipper's name and address must be entered on tags attached to old grips or bags.

(b) *Require prepayment of charges—*

On all matter addressed to persons restrained of their liberty in prisons, penitentiaries and insane asylums.

On passengers' baggage which is to be delivered at railroad stations or steamship piers.

Charges must be prepaid on personal packages for officers or men belonging to the regular Army or Militia when to be delivered in the field or in camp; for officers, sailors and marines in the Navy on sea duty; for cadets at military or naval academies and for students at military schools.

3. (a) All explosives, or dangerous inflammable oils, acids, or materials, including gas cylinders charged at a higher pressure than 500 pounds per square inch., must not be received for transportation, with the exception of small arms ammunition as permitted by the State Corporation Commission.

(b) Men, Women or Children must not be received for transportation.

4. Agents are positively forbidden to make any agreement whatever as to time of delivery of express matter.

5. (a) All matter must be charged for at actual gross weight at time of shipment unless otherwise specially provided for. In calculating charges at the rate 100 pounds (pound rates), the exact amount must be entered on way-bills, and when fractions occur the next higher whole number must be charged.

(b) Estimated weights on shipments usually made with ice are only to be applied when it is necessary to use ice for preservation, and it is used for that purpose only. When no ice is used charge upon gross weight.

(c) Any package containing articles of more than one class will be charged at the rate applicable to the highest classed article contained therein.

6. (a) As to traffic chargeable according to Graduated Scale on two preceding pages, the graduated charges shown therein apply to matter weighing less than 100 pounds when the rate is under \$2.00 per 100 pounds, and to matter weighing less than 50 pounds when the rate is \$2.00 or more per 100 pounds. Examples:—Between points where the rate per 100 pounds is \$1.25, a box weighing 63 pounds must be charged the graduate under \$1.25, which makes the proper charge on "over 60 to 65 pounds" \$1.15.

(b) When the rate between any two points is not given in the table of graduated charges, use the next higher rate for making price, but do not

Rule 6—Continued.

charge more than for 100 pounds at the actual rate. **Example:**—The correct charge for 75 pounds at 80 cents per 100 pounds would be 80 cents, and not 90 cents according to the graduate on 75 pounds at 90 cents.

(c) *Extra Rate Charges.* On matter subject to extra rate as one and one-half or double rate, find graduated charge according to tariff and then add one-half or double it, as required. **Example:**—If a package weighs 25 pounds and is chargeable at double rate, and the rate to destination is \$1.00 per 100 pounds, the charge for 20 to 25 pounds is 55 cents, double this—\$1.10 is the proper amount.

(d) *Pound Rates.* A term used to indicate that the rate per 100 pounds specified applies on actual weights, or on authorized estimated weights, of less than 100 pounds without reference to a graduated scale of charges for such weights, but subject to a minimum charge where stated in each case. Where applicable, these rates and minimum charges apply on the aggregate weights of shipments of any number of packages or pieces. **Example:**—If the rate per 100 pounds is \$1.00, and the weight of a shipment is 30 pounds, the charge at "pound rate" will be 30 cents, provided the minimum charge is not greater than 30 cents.

(e) When the through charge cannot be made correctly to a point within the territory of another company, make price to the transfer point only. When prepaid mark and way-bill the article "paid," with the amount and to what place. If marked or way-billed "paid" it means paid to destination unless otherwise specified. If paid in part, so note on way-bill and on package.

(f) The charge fixed by the issued tariffs and classification does not cover free delivery at points where no free delivery service is maintained, nor at any points beyond established delivery limits.

7. Aggregating Weights:

(a) Two or more packages weighing each 20 pounds or over forwarded by one shipper at the same time to one consignee at one local address, must be charged for on the aggregate weight, if a lower charge is made thereby. (See exception "d.")

(b) Packages weighing less than 20 pounds each, shipped as in the foregoing section, must be aggregated provided they are estimated and charged for as weighing 20 pounds each and a lower charge is made thereby. Actual weight only must be entered on the way-bill. (See exception "d.")

(c) When articles carried at Merchandise pound rates are aggregated in accordance with (a) and (b), the minimum charge applies to the entire shipment (General Special Commodities excepted).

(d) *Exception.* Between points where the rate per 100 pounds is \$1.50 or more, the weights of two or more packages of 20 pounds each, or of less than 20 pounds each if estimated at 20 pounds each, when forwarded from the same point, on the same date, to one consignee, whether from one or more shippers, must be aggregated, if a lower charge is made thereby. Where the rate is less than \$1.50 per 100 pounds, the aggregate charge on shipments from one or more shippers to one consignee forwarded from the same point on the same date, must not be more than where the rate is \$1.50 per 100 pounds.

Rule 7 Aggregating Weights—Continued.

(e) If articles of different classes are aggregated the charge must be made at the rate applying to the highest class.

8. General Specials:

(a) The following commodities are classed as General Specials (G. S.), and will be subject to the rules given below unless specific exception is made for any particular commodity, where listed, viz.:

Beef Fat,	Meat, cured,
Beer Compound,	Meat, fresh,
Beer Tonic,	Milk, N. O. S. (including Con-
"Best" Tonic,	densed Milk),
*Branches of Pepper Trees,	Mince Meat,
*Bread,	*Mistletoe,
*Bulbs,	*Moss,
Butter and Imitations of Butter	Mushroom Spawn,
(including butter made from	Mussels,
nuts).	Nuts, edible, N. O. S.,
Buttermilk,	Olives,
Cactus,	Oysters,
Calves, dressed,	Pigeons, dead,
Cape Jessamines,	*Plants,
Celery or Celery Plants,	Pop Corn,
Cheese,	Poultry, dressed,
Clams,	Poultry Food, prepared,
*Crackers,	Rabbits, dead,
*Cream,	*Roots,
*Cuttings,	Salmon in cans,
Egg Juice or Liquid Eggs,	Sausage,
Eggs for market,	Scallops,
Eggs, dried,	*Scions,
*Ferns, cut,	Scrapple,
Fertilizer,	Seeds,
*Fish,	Shrimp,
Fish Roe,	Shrubs,
*Fruit,	*Smilax,
*Greens, decorative,	Squabs, dressed,
Hides of domestic animals, green,	Stearine,
*Holly,	Stock Food, prepared,
Honey,	Tallow,
*Horse Radish,	Trees,
King Kola,	*Tubers,
Koumiss,	Turtles, fresh water,
Lard or Substitutes for Lard,	*Vegetables,
Malt Cream, Malt Extract, Malt	Water Cress,
Marrow,	Yeast of all kinds,
Malt Nutrine or Malt Vivine,	Zoolack,
Maple Sugar and Maple Syrup,	Zwieback,

*General Special rates apply only when shipped under conditions shown in indexed Classification.

Rule 8 *General Specials*—Continued.

(b) Charge upon gross weight, except that an allowance of 25 per cent. from gross weight may be made between March 1st and November 30th when it is necessary to use ice for preservation, and it is used for that purpose only.

(c) Shippers must mark the net weight upon packages of any commodity listed as General Special, which is charged for on the net weight, with the addition of a percentage thereof, when it is necessary to use ice for preservation and it is used for that purpose only, unless actual gross weight is less at time of shipment.

When not so marked by shippers, such package must be charged for according to paragraph (b) of this Rule.

(d) When no special rate has been authorized, use the Merchandise rate, but in either case, charge rate per pound (pound rates), with a minimum of 35 cents, unless the graduate under the rate used is less; when carried by more than one company, minimum 25 cents for each company carrying (see Rule 12).

(e) Two or more packages from the same shipper at the same time to the same consignee, may be aggregated and charged for as one.

9. *Returned Shipments*:

(a) When two or more on-hand shipments are ordered back by the same shippers from the same place, at the same time, such returned packages may be aggregated as provided in Rule 7.

(b) After delivery of a shipment and collection of charges thereon, if it is to be returned to the original shipper, a refund of the charges must not be made except on authority from the original shipper, who becomes the consignee on the return; such authority must not be recognized unless endorsed by the agent at the original shipping point, and the charges thus refunded must be shown as an advance charge on the way-bill covering the returned shipment.

(c) Orders from shippers to return by mail, shipments that were originally forwarded by express, must not be accepted.

(d) Packages originally forwarded by express and remaining "on hand," may, by shipper's orders, be returned by freight; the charge for re-shipping by freight will be 25 cents per 100 pounds, with a minimum charge of 50 cents for each consignment. Two or more packages returned from one place at the same time to the original shipper, may be charged for on the aggregate weight as one consignment. Agents must not endorse shipper's orders to return such packages by freight, unless the outward charge by express, together with the charge for re-shipping by freight, is paid or guaranteed.

10. *Valuation Charges on Merchandise*:

(a) Merchandise rates are based upon a value of not exceeding \$50.00 per shipment and when the declared value exceeds \$50.00 the following additional charges must be made on the value in excess of \$50.00, viz.: When a value higher than that declared is shown by an invoice accompanying the shipment, the higher value must be charged on. (See section (c) for Paintings, Statuary, Glass, Porcelainware, Pottery, or Chinaware valued at more than \$1,000 per shipment.)

Rule 10 Valuation Charges—Continued.

When Merchandize rate is \$1.00 or less per 100 pounds, 5 cents for each \$100 value, or fraction thereof, minimum 10 cents.

When Merchandise rate exceeds \$1.00 and not more than \$3.00 per 100 pounds, 10 cents for each \$100 value or fraction thereof.

When Merchandise rate exceeds \$3.00, 15 cents for each \$100 value, or fraction thereof.

These charges must not be applied to shipments of Money (except Minor or Base Coin), Bonds, Live Animals, Live Birds or Live Stock, being intended to apply only to packages or shipments of merchandise, jewelry, valuable papers, postage stamps, and Internal Revenue stamps.

(b) When the weights of separate packages are aggregated under Rule 7, the value of each of such separate packages must also be aggregated, and if the gross valuation exceeds \$50.00 an additional charge for valuation must be made.

(c) *Valuation Charges on Paintings, Statuary, etc.*

Shipments of Paintings, Statuary, Glass, Porcelainware, Pottery or Chinaware, valued at more than \$1,000.00 are subject to the following additional charges, on basis of the through Merchandise rate:

On \$1,000.00 of the value, according to section (a)—plus charges according to the following schedule on that part of the value in excess of \$1,000.00:

When the Merchandise rate is not over \$1.00, charge 50 cents per \$100 or fraction thereof.

When the Merchandise rate is over \$1.00, and not over \$3.00, charge 75 cents per \$100, or fraction thereof.

When the Merchandise rate is over \$3.00, charge \$1.00 per \$100, or fraction thereof.

(d) *Valuation Charges on Live Animals, Live Birds or Live Stock:*

The Classification rates on Live Animals, Live Birds or Live Stock apply only when the declared value does not exceed the following:

Horses, Jacks or Mules, \$100.00 each.

Bulls, Burros, Calves, Colts, Cows, Deer, Dogs, Elks, Goats, Hogs, Ponies, Sheep, Steers, or animals not otherwise specified, \$50.00 each.

Birds, Cats, Ferrets, Guinea Pigs, Hares, Mice, Opossums, Prairie Dogs, Rabbits, Squirrels, Fancy Pigeons, or Fancy Fowls, or other Live Fowls (except for market), or Reptiles, \$5.00 each.

When the value declared by the shipper exceeds that given above, an additional charge must be made on the excess value according to the following:

<i>When Merchandise rate per 100 pounds is</i>	<i>The additional charge will be</i>
\$2.00 or less.....1	per cent. of excess valuation.
Over \$2.00 and not over \$3.00.....1 ½	per cent. of excess valuation.
Over \$3.00 and not over \$5.00.....2	per cent. of excess valuation.

(e) The charges for valuation hereinbefore given must be made on the through rate, whether carried by one or more companies, and in the latter case are to be divided between the companies carrying on the same basis as the through charge for transportation is divided.

(f) The charges for value, as shown above, must in all cases be based on the regular Merchandise rates, and not on the special rates which may have been authorized for particular shipments.

11. C. O. D. Matter:

(a) The letters "C. O. D." and amount to be collected must be plainly marked upon each article with which a bill is sent to be collected on delivery, and a similar entry must be made on the way-bill. If shipper requires collection of charges for return of money, the C. O. D. envelope and package must be plainly marked "C. O. D. \$..... and return charges," and be so way-billed.

(b) **Aggregating C. O. D. Matter.** When two or more packages are sent to same consignee at the same time, with separate C. O. D.'s, they must not be aggregated; but if one C. O. D. covers two or more packages, they may be aggregated as provided in Rule 7. When a C. O. D. covers two or more packages, the amount of C. O. D. must be marked on each, thus: "C. O. D. \$.....on 2" or "3," as the case may be.

(c) Allow examination or partial delivery of C. O. D. matter only when instructions to do so are written or printed on, or enclosed in, the C. O. D. envelope accompanying the shipment, or upon subsequent written authority from the shipper endorsed by the agent at shipping point. Agents at shipping points will decline to accept C. O. D. shipments with instructions to allow examination or partial delivery, or to subsequently approve shippers' instructions to such effect until shippers execute a release in legal form, exempting an express company and its connections, to which the matter may be transferred to complete transportation, from all loss incident to such examination or partial delivery. The proceeds of each partial delivery must be remitted without delay, subject to the regular charge for paid C. O. D.'s, prepaid or collect, according to instructions on original C. O. D. Wrapper. No partial delivery shall be made until the total amount of freight charges has been paid.

Provided that partial delivery shall not be made when the contents of a package are to be delivered to different parties. When goods are sent on approval, involving but one payment, proceeds for the articles selected must be remitted in the C. O. D. wrapper, the remainder of the goods to be repacked and immediately returned to the shipper.

(d) The amounts of C. O. D. bills for C. O. D. shipments must be collected at the time such shipments are delivered to consignee. Agents are positively prohibited from giving credit on C. O. D. shipments.

(e) All orders to deliver C. O. D. goods without collecting C. O. D. must have the approval of the agent of the company at the shipping point.

(f) When C. O. D. matter is, by order of shipper, through the agent at point of shipment, delivered without collecting, return the C. O. D. bill and envelope with copy of order enclosed, way-billed free, retaining the original order on file.

(g) After a C. O. D. shipment has been forwarded from shipping point if shipper requests that the shipment be delivered to another consignee or that the amount of the C. O. D. be reduced, or that the consignee be relieved of payment of charges, or when the entire amount of the C. O. D. is cut off, the shipping agent will require a fee of 10 cents to be paid before endorsing such instructions; shippers' request must then be way-billed with charge of 10 cents, prepaid; when two or more companies are interested in the transaction, the 10 cents charge will be divided equally, the delivering

Rule 11 (*C. O. D. Matter*)—Continued.

company being entitled to the odd cent. When a C. O. D. shipment is reforwarded from the original destination no charge will be made for reducing or releasing the amount of the C. O. D.

(h) If C. O. D. matter is refused or cannot be delivered within 24 hours, the shipper must be immediately notified, and if not disposed of within thirty days of such notice, it may be returned subject to charges both ways. If the shipper, after receiving notice of non-delivery from destination agent, requests that the shipment be held for a further period, it may be held for not longer than 60 days after date of arrival of shipment at destination, and forwarding agents are forbidden to make any agreement with shippers to hold the goods for a longer period.

When a C. O. D. shipment is accepted, with instructions from shipper, or subsequently ordered through the agent at shipping point, to be returned in a less period than 30 days, such instructions must be strictly observed. C. O. D. packages that have been forwarded from one point to another on order of shipper, may be held for 30 days from date of reshipment.

Where goods have been shipped by freight and a Bill of Lading for same sent by express C. O. D., the notice of non-payment shall not be given before the arrival of the goods at destination.

(i) C. O. D. matter, and paid C. O. D.'s, returned to shippers, must take the same route and pass through the hands of the same company or companies as when originally forwarded, provided, that when a C. O. D. shipment has been reshipped from the original destination to which it was addressed to another destination, it may be returned to the office at which it originated by the most direct route.

(j) When a C. O. D. is received in transfer and the proceeds are to be returned to an office of the company collecting other than the point of origin such proceeds may be returned direct by the company making the collection.

(k) Each returned shipment C. O. D. must be charged the same amount as was charged for the outward shipment except that when two or more shipments are ordered back by the same shipper, from the same place, at the same time, such returned packages may be aggregated as provided in Rule 7.

12. *Minimum Charge:*

(a) Unless otherwise provided, a minimum charge applies between points in the State of Virginia on a single shipment, whether carried by one or more express companies.

(b) The minimum charge does not include any charge made for value.

13. *Corrugated Paper Shipping Cases and Paper Boxes:*

(a) *Shipping Cases of Pulp Corrugated Paper*, containing articles not classified at higher than Merchandise rate, not including glass or other fragile articles, which must be boxed or otherwise packed in accordance with the rules:

(b) When not crated, charge Merchandise rate upon the actual weight,

Rule 13—Continued.

but never less than the following minimum weights based upon exterior measurement, by which is meant the length, width and height added together:

70 to 75 inches, exterior measurement.....	30 lbs.
76 to 80 " " " 	40 lbs.
81 to 90 " " " 	50 lbs.
Exceeding 90 inches—Refuse	

(c) The weights of such packages may be aggregated in accordance with Rule 7, but each individual package must be estimated at the minimum weight provided above, unless the actual weight is more, in which case the actual weight must be used.

(d) Two or more pulp or corrugated paper shipping cases of uniform size, securely tied together, may be accepted and charged for as one, provided the exterior measurement of the combined package does not exceed 90 inches.

(e) When crated, shipping cases as described above may be charged for at Merchandise rate upon the actual weight, but crates exceeding 110 inches, exterior measurement, must be refused.

(f) *Ordinary Strawboard or Paper Boxes.* Packages consisting of one or more strawboard or paper boxes containing merchandise as specified in paragraph (a) may be accepted without crating when wrapped or securely and compactly tied together with cord, provided that the exterior measurement of such a package does not exceed 50 inches; if the exterior measurement exceeds 50 inches, it must be securely crated, and no such crate exceeding 110 inches in exterior measurement must be accepted for transportation.

The above does not apply to single paper boxes containing Cloaks, Suits or Cloth, which, when wrapped in paper, may be accepted without limit as to size.

(g) *Crates.* The term "crated," as appearing herein, means that all sides and ends of any article so packed must be protected by wooden slats or strips, nailed or screwed together, making a framework strong enough to hold its contents and to permit of its being handled and stowed in wagons or cars on or under other freight without damage to crate or contents. The sides, top and bottom of the crate must be provided with a sufficient number of slats, not more than six inches apart, to hold the contents firmly in place and to protect them from contact with other freight.

Refuse to accept merchandise in strawboard or paper boxes, tendered for shipment in skeleton frames, or in any crate that is not so securely made that it cannot be lifted with its contents and loaded or stowed in wagons or cars with the same safety that a box of the same weight could be loaded or stowed.

14. *Bulky Shipments, Including Machinery:*

(a) Property which, by reason of its great bulk, length or weight, cannot be loaded or carried in the ordinary express car and for which a special car

Rule 14—Continued.

must be provided, must not be accepted for shipment until the dimensions, the weight and a complete description of the property have been reported to the superintendent and arrangements have been made by him for handling and forwarding the shipment, if such arrangements can be made. The charges for a less than carload quantity are not to exceed the charges on the carload minimum weight at the carload rate.

(b) *Carloads.* Unless otherwise provided in the Classification, the charge on a carload of matter classed as Merchandise or at a higher classification shall be computed according to the Classification, but the charge shall not be less than the charge for a shipment of Merchandise weighing 10,000 pounds. Carload rates apply only on carload shipments from one shipper to one consignee.

CLASSIFICATION

Abbreviations and Explanations of words and terms used in the Classification.

Mdse.	stands for Single Merchandise rate.
½ Mdse.	" One-half Merchandise rate.
1 ½ Mdse.	" Once and One-half Merchandise.
D. Mdse.	" Double Merchandise rate.
3 t Mdse.	" Three times Merchandise rate.
G. S.	" General Special rate (see Rule 8).
K. D.	" Knocked Down.
N. O. S.	" Not Otherwise Specified.

"Boxed" or "Completely Boxed," as appearing in the Classification, means completely enclosed by a wooden box or case with tight sides, ends, top and bottom, dovetailed together or fastened together by nails or screws.

"Crated," as appearing in the Classification, means that all sides and ends of any article or machine so packed must be protected by wooden slats, nailed, screwed or dovetailed together, and of sufficient strength to hold the article so packed, and to prevent it from abrasion or damage when the same is handled and transported with ordinary care.

Unless an article is specifically classified herein at less than Merchandise rate it shall not be charged for at less than Merchandise rate, and if analogous to an article classified at higher than Merchandise rate, it shall be charged for at such higher rate.

Special rules under each heading apply to all articles named thereunder.

This Classification will not apply to shipments of extraordinary size or weight; such shipments, if accepted, will be subject to special contract in each case (See Rule 14)

ACET	A	Rate	A	Rate
		packed acetone, having more than iced must		other danger or followed. ad in car with other form than per the lines of
				Sec A ree sides and a business cards on D Mdse.

DANGEROUS.

This package must be carefully handled.
It must not be loaded or stored near a radiator, stove
or any other source of heat. Lighted lanterns, matches
and all other flames must be kept away from it.

EXPRESS CLASSIFICATION—CONTINUED.

A	Rate	A-B	Rate
ADVERTISING MATTER, PLATES OR SIGNS AGRICULTURAL IMPLEMENTS. BULKY (See Rule 14): Such of the following named articles as can be carried will be rated	Sec. A.		D. Mdee. Mdee.
seed, t up, p, straw and may, set up. Distributors, guano, set up. Drills, grain, set up, Dusters, bran, set up, Evaporators, set up, Fans, wheat, Horse Powers, railroad or endless chain, Hullers, cotton seed and clover. Incubators, set up.	D. Mdee.	uffed: rated r rated hed and head separated nd tied together PROPELLED VEHIC-	D. Mdee. Mdee. Mdee. D. Mdee. Mdee.
Manure Spreaders, set up, Mills, sugar, with trains, Mowing and Reaping Machines, Binders, and Harvesters, whether combined or separated, set up. Planters, corn and cot- ton, set up. Plows, gang and sulky, Presses, bay and cotton, set up. Purifiers, middlings, Rakes, horse, set up. Wheelbarrows, wood, set up.	Mdee. Mdee	der to ship by express the ks were issued, or not no- ust be prepaid ized or crated paraphernalia securely and custom d unless boxed or securely	Mdee. Mdee. D. Mdee. Mdee.
HARVESTERS—K. D. PLOWS—Ordinary stirring and breaking AIRSHIPS: If too long or too bulky to be loaded est, they must be accepted or, with the other parts attached, not ther parts attached, securely rate, same as Balloons y for proper transportation, shipper, see Rule 14.	Scale K.	BASKETS: Nested, in bundles or crates Not nested BATH CABINETS—Unless boxed or crated BATTERIES (see Note)—Charged with liquid solution of	Mdee. Mdee. D. Mdee. Mdee. D. Mdee. Mdee.
ALLIGATORS: Except as noted below Single Merchandise rate, provided for under head of "Ani- mals and Birds, live" when the Merchandise rate is \$2.00 or more per cwt., does not apply. In packages 7 pounds or less, may be carried at Merchandise rate, one graduate through, charges prepaid	D. Mdee	absent. Box to be so constructed that it will stand only on its base.	

ALMANACS. { Sec. A
AN { Sec. D

Batteries containing, or charged with, liquid solution of acids, not constructed and packed in the manner above described, must be refused.

NOTE —Batteries will not be handled over the lines of the Southern Express Company.

BEES	glass	Mdee. G. S.
	Rule 8)	Scale K. G. S.
	8)	G. S.
		1 1/4 Mdee.
		G. S.
		G. H.
	OF—Sec. Vehicles, or periodicals or papers	Mdee.

BIRDS:

Live, see Animals
Stuffed, securely packed and boxed
BISCUITS—Pound rates (see Rule 6d), minimum 25 cents (see Rule 12)
BISHOP'S BEER
BISULPHIDE OF CARBON—Refuse.

BLANKS:

Printed, filled in with writing, bound or unbound
Printed, not filled in with writing

BLOTTERS AND BLOTTING PADS:

Advertising
Not advertising
BLUE PRINTS

D. Mdee.
Mdee.

into where the Merchandise rate
100 lbs. must not be more than
100 lbs.
crated 3 t Mdee.

shipment only upon the execution
of Stock Contract; without regard
to them by the shipper

1 1/4 Mdee.
D. Mdee.
3 t Mdee.

being boxed or crated if actually
examined and estimated at 100 lbs. each unless actual
weight is more

ELEPHANTS—Crated or not crated
ANIMALS live—Not including animals listed under heading
of "Live Stock," in carloads, estimate at 10,000 lbs., one
attendant will be carried free in car with the animals

ANIMALS, live (except Camels and Elephants)—which have
been charged the above rates to Fairs or Exhibitions,
may be returned to the original point of shipment at
one-half the above rates, but not less than single Mer-
chandise rate. This will also apply to Dogs returned
from field trials.

BOOKS

Blank
Printed, bound or unbound, including Embossed Books for
reading by the blind

loaded on top

Mdee.
4 t Mdee.
8 t Mdee.
3 t Mdee.
Mdee.
Sec. D.
Mdee.
Sec. D.
Mdee.
Sec. D.

EXPRESS CLASSIFICATION—CONTINUED.

B-C	Rate	C-D-E	Rate
CHROMOS—See Pictures, also.			Sec. D
CHRONOMETERS—Must be refused unless boxed.			Mdse.
CIDER			Mdse.
			Scale K.
CIGAR BOXES, empty:			
Boxed			Mdse.
			1½ Mdse.
			Mdse.
			Sec. D.
			G. S.
		lbs. per gallon.	
		samples of, see Mackintosh	
		respectively.	
			Scale K.
			Mdse.
			D. Mdse.
CORP			

charges or to cover the C. O. D. bill, or both, as the case may be. The cost of telegrams must be paid by the person in whose interest they are sent, and routing be such as to reach destination over the line of the company whose agent has the money on deposit.

[illegible]

Weighting over rate per 100 100 lbs. will	, unless the rate per 100 y; may be	1/2 Mdee.	†
BANANA CAR returned with charges to collect by agreement with OWNERS	Returned by landladies or else works	5c Each. 25c Each. 1/2 Mdee. 1/2 Mdee.	† 25c Each 15c Each 1/2 Mdee. 1/2 Mdee. 10c Each
per to	per to	10c Each 5c Each	† 10c Each
down BAGS	per to	1/2 Mdee.	5c Each Mdee. 10c Each 25c Each
per to	per to	5c Each 15c Each 15c Each 15c Each 1/2 Mdee.	1/2 Mdee. † †
CANS: For alcohol, fish, oils and varnishes In boxes or kegs, and oil cans in jackets Cans, coffee; see Coffee Cans (below).		15c Each 10c Each 10c Each 10c Each	1/2 Mdee. 1/2 Mdee. 1/2 Mdee. 1/2 Mdee.
CAVIAR KEGS		5c Each 15c Each	1/2 Mdee. 1/2 Mdee.
CELERY EMPTIES		1/2 Mdee.	10c Each 10c Each
CHEESE BOXES:		5c Each 15c Each	10c Each 10c Each
rule)		1/2 Mdee.	1/2 Mdee. 1/2 Mdee.
or from the United headline rule)		10c Each	10c Each 10c Each
ed for transporting		10c Each 5c Each	10c Each 10c Each
per to		25c Each 15c Each	10c Each 10c Each
of cans, per case aid on the outward ned free (see head-		10c Each 1/2 Mdee.	10c Each 25c Each 5c Each { Sec. D. Mdee.
line rule).			
DEMILJOHNS—In boxes or kegs DRUG BASKETS OR BOXES—With or without empty bottles, enclosed, minimum 10 cents.			

EXPRESS CLASSIFICATION—CONTINUED.

E-F	Rate	F-G-H	Rate.
EXPLOSIVES—Refuse, excepting small-arms' ammunition in the form of loaded shells or cartridges in strong wooden boxes, conspicuously marked "Ammunition—Handle Carefully," which may be taken and charged as.	Mdee.	FURS..... When enclosed in burlap the address must be marked on a wooden strip securely attached to the package. A tag bearing the address must be enclosed in the package.	Mdee.
F	Mdee.	G	Mdee.
GAME: Dead, pound rate (see Rule 6d), minimum 35 cents (see Rule 12). Between March 1st and November 30th an allowance be made when it is found it is used for that	Mdee.		Mdee.
ery, in shipments of one consignee, when or more..... Merchandise rate is be greater than the	Mdee.	11 Heads. per square inch— per square inch.	Mdee.
FERNS cut—	Mdee.		Scale K.
handled (see Rule 8). that they see Rule less (see	Sec. D. G. S.		Mdee.
panies. and it is the not a of ship- the net upper at or other-	Mdee.		Sec. D.
In water for food, gross weight less 25 per cent. (see Rule 8). N. O. S. The not for food, must be prepaid or	G. S.		D. Mdee.
FISH FISH	G. S.		D. Mdee.
SIGNS.....	G. S.		D. Mdee.
of Glass, or Glassware, is valued by a \$1,000.00, see provision in Rule 10 rges on account of such valuation.	G. S.		Sec. D.
GRAIN SIEVES: When protected with wooden strips to prevent the puncturing of same..... When not so protected.....	G. S.		Mdee.
GRAPE JUICE—Charge same rate as for Liquor upon the actual weight.	Mdee.		D. Mdee.

EXPRESS CLASSIFICATION—CONTINUED.

L-M		Rate.
LIVE STOCK -Continued-		
HORSE carloads--Continued.		
charge beyond the authorized rate for the Horses and		
When crated	.....	1 1/4 Mds.
Minimum Charges.		
		to or
		from,
		crated
		and
		.500
		if be
classified the same as a Horse.		
In Carloads.		
25 or less Jacks, Mules, Burros, Ponies or Colts, un-		
crated, may be taken at the rate applicable to a carload		

[illegible]

EXPRESS CLASSIFICATION—CONTINUED.

N-O-P	Rate	P	Rate
<p>NEWSPAPERS, daily, OR PARTS THEREOF—Continued.</p> <p>Note. These rates on Daily Newspapers do not apply when shipped C. O. D.</p> <p>Interst—Returned by dealers at rates as for Returned News- papers other than daily.</p> <p>NEWSPAPERS—When shipped for advertising purposes by other than publishers or news companies</p> <p>NETS, FISHING</p> <p>N. O. D. (see Rule 8)</p> <p>Shelled</p>	<p>Sec. A.</p> <p>G. S. Mdee.</p>	<p>PICTURES—Must be securely crated or boxed and marked "Pictures," "Oil Paintings," etc. (see Note).</p> <p>CHROMOS</p> <p>CRAYON OR ENIABORT PORTRAITS—C O D</p>	<p>Mdee.</p>
<p>O</p> <p>OAKS</p> <p>OLDS Dangerous or Inflammable—Refuse.</p> <p>OLIVES (see Rule 8).</p> <p>ONION SEEDS</p> <p>OPERA CHAIRS—See Furniture.</p> <p>OPHOSUMS See Animals.</p> <p>ORGANS</p> <p>Boxed</p> <p>Not boxed, minimum \$3.00 (see Rule 12).</p> <p>Not boxed, when shipper has signed a release relieving the company from all risk of damage, but subject to the laws of the State of Virginia, minimum \$3.00 (see Rule 12).</p> <p>ORGAN STOOLS—See Furniture.</p>	<p>Mdee.</p> <p>G. S.</p> <p>Sec. D. Mdee.</p> <p>Mdee.</p> <p>D. Mdee.</p> <p>1½ Mdee.</p>	<p>Paintings is valued by shippers at see provision in Rule 10 (c), for account of such valuation.</p> <p>S).</p> <p>e provided by shipper. not weigh over 150 lbs. each. is, and if valued at over \$6.00 each, execution of the company's Live and forms a necessary part of the</p>	<p>G. S.</p>
<p>OYSTER POTTERS AND OYSTER SHEDS</p> <p>When not packed in boxes, charge upon gross weight.</p>	<p>Sec. A.</p>	<p>1)</p> <p>ll apply to Canned oked in boxes: Pint ns, 2 lbs. each; full . 6 lbs. each; gallon or and the kind of</p>	<p>D. Mdee.</p> <p>1½ Mdee.</p> <p>Mdee.</p>

6

1/2 the Classification rate, but not less than single Mer-
chandise rate.

[illegible]

[illegible]

EXPRESS CLASSIFICATION—CONTINUED.

W	X-Y-Z	Rate
	X-RAY MACHINES OR PARTS THEREOF:	D. Mds.
	Boxed or crated Not boxed or crated—Refuse.	
Y	Y	G. S.
Mds.	ounce, unless the graduate or G. S. tariff minimum is less.	Z
		G. S. G. S.

NOTE 1.—Use graduated charge when less than the minimum prescribed above.

NOTE 2.—The rates apply only to packages sent to the original shipping point to be used on shipment; they must not be distributed point.

EXPRESS CLASSIFICATION—CONTINUED.

SCALE L.

(a) **BERRIES**—Table of Rates on Berries in Crates—When quoting rates on Berries, agents will name the rate per crate, as shown by the following table, instead of a rate per 100 pounds. Minimum 35 cents per shipment, but not more than the rate per 100 pounds on Fruit; when carried by more than one company, minimum 25 cents for each company carrying.

(b) When shipped with other General Special matter, minimum applies to total shipment.

(c) In way-billing enter capacities or sizes of crates on the way-bills.

(d) When the rate per 100 lbs. on Fruit is		THE RATE PER CRATE ON BERRIES WILL BE						
		24 pt.	16 qt.	24 qt.	32 qt.	36 qt.	48 qt.	60 qt.
\$	30.....	05	07	10	15	18	24	30
	35.....	06	08	12	18	21	28	35
	40.....	07	09	13	20	24	32	40
	45.....	08	10	15	23	27	36	45
	50.....	09	11	17	25	30	40	50
	55.....	10	12	18	28	33	44	55
	60.....	11	13	20	30	36	48	60
	65.....	12	14	22	33	39	52	65
	70.....	13	15	23	35	42	56	70
	75.....	14	17	25	38	45	60	75
	80.....	14	18	26	40	48	64	80
	85.....	15	19	28	43	51	68	85
	90.....	16	20	30	45	54	72	90
1	00.....	18	22	33	50	60	80	1 00
1	10.....	20	24	36	55	66	88	1 10
1	20.....	22	27	40	60	72	96	1 20
1	25.....	23	28	41	63	75	1 00	1 25
1	30.....	23	29	43	65	78	1 04	1 30
1	35.....	24	30	45	68	81	1 08	1 35
1	40.....	25	31	46	70	84	1 12	1 40
1	50.....	27	33	50	75	90	1 20	1 50
1	60.....	29	35	53	80	96	1 28	1 60
1	65.....	30	36	55	83	99	1 32	1 65
1	70.....	31	37	56	85	1 02	1 36	1 70
1	75.....	32	39	58	88	1 05	1 40	1 75
1	80.....	32	40	59	90	1 08	1 44	1 80
1	90.....	34	42	63	95	1 14	1 52	1 90
2	00.....	36	44	66	1 00	1 20	1 60	2 00
2	10.....	38	46	69	1 05	1 26	1 68	2 10
2	25.....	41	50	74	1 13	1 35	1 80	2 25
2	50.....	45	55	83	1 25	1 50	2 00	2 50
2	75.....	50	60	91	1 38	1 65	2 20	2 75
3	00.....	54	66	99	1 50	1 80	2 40	3 00

Where the rate per 100 pounds is not given, charge in proportion.

SCALE M.

(a) Eggs.—Table of Rates per case of 30 and 36 dozen.—When quoting rates to patrons on Eggs, agents will name the rate per case, as shown by the following table, instead of the rate per 100 pounds. Cases of a greater or less capacity must be charged for in the same proportion; cases must never be charged for at less than their full capacity. When the rate per 100 pounds is not given, charge in proportion. Minimum 30 cents per shipment; when carried by more than one company, minimum 25 cents for each company carrying.

(b) When other packages of General Special matter are sent with cases of Eggs, the charges may be aggregated.

(c) When the rate on Eggs per 100 lbs. is	Rate per case of 30 doz. is	Rate per case of 36 doz. is	When the rate on Eggs per 100 lbs. is	Rate per case of 30 doz. is	Rate per case of 36 doz. is	When the rate on Eggs per 100 lbs. is	Rate per case of 30 doz. is	Rate per case of 36 doz. is
25	14	17	75	41	50	1 50	83	99
30	17	20	80	44	53	1 60	88	1 03
35	19	23	85	47	56	1 65	91	1 09
40	22	26	90	50	59	1 75	96	1 16
45	25	30	95	52	63	1 90	1 05	1 25
50	28	33	1 00	55	66	2 00	1 10	1 32
55	30	36	1 10	61	72	2 25	1 24	1 49
60	33	40	1 20	66	79	2 50	1 38	1 65
65	36	43	1 25	69	83	2 75	1 51	1 82
70	39	46	1 40	77	92			

The Following Rates Are to Be Used Only on Conditions Named Below :

When graduated charges, or any other rates authorized as applicable to any particular commodity, are less than named for the same commodity below, the lower rate must be charged, provided the rules governing the use of the lower rate are fully complied with. These rates apply also to returned shipments.

Section A.

(1) The following matter may be charged for at the Merchandise rate per 100 pounds for actual weight, pound rates (see Rule 6d), between all offices of the following companies:

ADAMS EXPRESS COMPANY,
SOUTHERN EXPRESS COMPANY,
UNITED STATES EXPRESS COMPANY.

(2) In computing charges, all fractions of a pound to be reckoned and charged for as a full pound.

Section A--Continued.

(3) Charges to be prepaid or guaranteed, minimum 35 cents unless otherwise provided (see Rule 12).

(4) The rates provided by Section A will be applied only on matter which is distributed gratuitously for advertising purposes and must not be applied on any package containing articles which are sold to the consignee.

(5) Packages shipped under this Section may be aggregated in accordance with Rule 7 of the Classification, estimating at 20 pounds each, packages weighing less than 20 pounds. The minimum charge will then apply to the entire shipment so aggregated.

(6) Address Tags, having an advertisement printed thereon, and given away for advertising purposes.

(7) Printed, Engraved or Photographed Advertisements on paper, cloth, cardboard or printed blotters, and which cannot be put to any other use than as an advertisement.

(8) Advertising Signs, flat, on or under glass, completely boxed.

(9) Advertising Signs, flat, or Cards, without glass, boxed or crated, also Metal Signs, flat, not boxed or crated.

(10) Almanacs and Pamphlets of similar form to Almanacs, devoted to advertising medicines.

(11) Fish or Oyster Posters or Signs, flat.

(12) Stereotype or Electrotpe Advertising Plates or Newspaper Illustrating Plates, minimum 50 cents; when carried by two or more companies, minimum 35 cents for each company carrying.

Section B.

(1) The following matter may be charged for at the Merchandise rate per 100 pounds for actual weight, pound rates (see Rule 6d), between all companies named in Section A, charges to be prepaid or guaranteed.

(2) In computing charges, all fractions of a pound to be reckoned and charged for as a full pound.

(3) Packages shipped under this section may be aggregated in accordance with Rule 7 of the Classification, estimating at 20 pounds each, packages weighing less than 20 pounds. The minimum charge will then apply to the entire shipment so aggregated.

(4) Auxiliary Newspapers, patent insides, Newspaper Supplements containing reading matter or illustrations, and Reading Matter Plates, or Plates of Pictures or Drawings illustrating reading matter, minimum 25 cents (see Rule 12).

(5) Laundry, packages of, minimum 35 cents (see Rule 12).

(6) Manufactured Cereal Foods, including Flour and Unfired Bread or other Bread shipped from so-called Natural Food companies, minimum 35 cents; when carried by two or more companies, minimum 30 cents for each company carrying (see Rule 12).

Section B—Continued.

(7) Matrix (paper moulds for casting stereotype plates), minimum 35 cents (see Rule 12).

(8) Music Plates, for use by newspapers, minimum 35 cents (see Rule 12).

(9) Plaster, Samples of, minimum 35 cents (see Rule 12).

(10) Samples of Wall Paper in books (not covering Wall Paper in rolls) and Samples of Burlap or other material used as a Wall Covering, with or without Samples of Moulding, enclosed in the same package, minimum 35 cents (see Rule 12).

Section C—Not applicable between points in Virginia.

Section D—Charges at these rates must be prepaid.

(1) These rates apply solely to articles named in paragraph (8).

(2) These rates must not be applied unless the shipper writes or stamps the value on the receipt and on the package, and such declared value does not exceed \$10.00 per package. Each package must have the name of the contents written, stamped or printed thereon, and be so packed that the description may be readily verified by examination. If the amount of the C. O. D. on any shipment exceed \$10.00 Section D rates do not apply.

(3) The rates named will cover transportation between any two railroad offices within the State of Virginia of the express companies named in Section A.

(4) If destined to a point not reached by some company named in Section A, agent will affix the proper postage stamps at point of shipment, and forward by mail, collecting from shipper the full amount paid for postage.

(5) At Common Points all companies named in Section A may receive such packages without regard to destination, but if they cannot forward them to destination except through some other company represented at point of shipment, the packages must be transferred to that company at point of shipment, with all charges received. The same rule shall apply to the same matter on a through way-bill to destination by second company represented at point of shipment. This rule shall not apply to same matter if charged at rates other than in this section.

(6) These rates will not apply to any printed matter named in paragraph (8), if printed, framed or mounted on anything but paper or cardboard, except Maps, as provided below: nor to packages which contain written matter, either by pen or typewriter, excepting invoices accompanying packages sent C. O. D.

(7) Under the conditions named, charge One Cent for each two ounces or fraction thereof, minimum 10 cents; except that packages weighing 50 ounces or more each will be charged two cents per package less than the charge at the rate of One Cent for each two ounces or fraction thereof, but

Section D—Continued.

the charge on packages weighing less than 50 ounces shall not be more than the charge for 50 ounces; when carried by more than one company, the minimum charge for each company is 10 cents (see Rule 12), excess of this divided equally, the delivering company to be entitled to the odd cent.

(8) List of articles to which these rates apply:

ALMANACS.
BLANKS, printed.
BLOTTERS AND BLOTTING PADS, having an advertisement printed thereon.
BLUE PRINTS.
BOOKS, printed, bound or unbound.
BRANCHES OF PEPPER TREES.
BULBS.
CALENDARS, paper or cardboard, not enclosed or mounted.
CARDS, printed, except Playing Cards.
CATALOGUES.
CATALOGUES, weighing not less than 50 ounces each, and containing not to exceed 3 pages of samples of cloth or colors; when weighing less than 50 ounces charge the same as for 50 ounces.
CATALOGUES, weighing 40 ounces or more two cents per package less than the charge at the rate of one cent for each two ounces or fraction thereof, but the charge on Catalogues weighing less than 40 ounces shall not be more than the charge on Catalogues weighing 40 ounces.
CHROMOS.
CIRCULARS.
CUTTINGS
EMBOSSED BOOKS, for reading by the blind.
ENGRAVINGS.
FERNS, CUT.
GINSENG ROOTS, for planting.
GRAIN, Samples of.
GREENS, decorative.
HAND-BILLS.

HELIOTYPE WORK.
HOLLY.
HOP SAMPLES.
INSURANCE POLICIES, blank.
KINETOSCOPE PICTURES ON PAPER.
LABELS, printed.
LITHOGRAPHS.
MAGAZINES.
MAPS, on paper or cardboard, with or without canvas backing or wooden rollers.
MISTLETOE.

DS.

t framed.

ounted.
ardboard, not framed.t framed.
EWS.

(9) The following named articles are not included, and whether enclosed with the above named matter or separately, will subject the shipment to Merchandise tariff: Blotters or Blotting Pads not having an advertisement printed thereon, Books entirely blank, Blank Cards, Cardboard, Flexible or Paper Patterns, Letter Paper, Ornamental Paper, Playing Cards, and Samples of Merchandise, including Cloth, Medicine and Sample Cards.

(10) Undelivered shipments which have been sent out under this Section may be returned to original shippers way-billed to collect at the rates charged on the business when sent out

MONEY INDEX AND CLASSIFICATION.

ACCEPTANCES—Not for collection.....F	DRAFTS—Not for Collection.....F
ACCOUNTS—For collection.....J	“ Paid.....J
“ Paid.....J	“ Partially Paid.....K
“ Partially Paid.....K	“ Requiring Protest.....I
“ Returned Unpaid.....K	“ Returned Unpaid.....K
ADVANCE—Of Purchase Price.....G	“ Uncancelled.....Q
BILLS—For collection.....J	EXPRESS MONEY ORDERS.....G
“ Of Lading.....O	GOLD DUST.....C
“ Paid.....J	GOLD, Uncoined.....D
“ Partially Paid.....K	LEGAL PAPERS.....L-P
“ Returned Unpaid.....K	LETTERS OF CREDIT.....E
BONDS—City.....F	MANUSCRIPT.....P
“ County.....F	MONEY PACKAGES—MIXED.....C
“ For Collection.....J	MORTGAGES.....H-L
“ Government.....E	NATIONAL BANK NOTES (Incomplete). F
“ Incomplete.....F	NOTES—Blank for Signature.....K
“ Railroad.....F	“ For Collection.....J
“ State.....F	NOTES—Not for Collection.....F
“ Town.....F	“ Paid.....J
“ United States.....E	“ Partially Paid.....K
BULLION—Gold, Silver and Dore.....D	NOTES—Requiring Protest.....I
CALCULATING CHARGES.....B	“ Returned Unpaid.....K
CHECKS—Payable to Order.....F	PACKAGES OF BONDS, ETC.—Record of
“ Requiring Protest.....I	Contents.....N
“ Uncancelled.....Q	PAID THROUGH.....B
COIN—Gold, Silver and Minor.....C	PAWN TICKETS.....R
C. O. D.'s—Paid.....G	PENSION VOUCHERS.....F
“ Unpaid (see Rule 11, of Express	PRECIPITATES, Silver.....D
Classification).....J	SILVER, Uncoined.....D
COLLECTIONS—Paid.....J	“SPECIAL RATES”—For Currency or Gold
“ Restrictions on.....M	Coin.....Scale T
COUPONS—Cancelled.....Q	STOCK—Certificate of.....F
“ Not for collection.....E	SUBSCRIPTION CERTIFICATES.....E-F
“ For collection.....J	SULPHIDES.....D
CYANIDES.....C	THROUGH CHARGE.....B
CURRENCY.....D	VALUABLE PAPERS—For Collection.....L
DEEDS.....H-L	VOUCHERS—Cancelled.....Q
DRAFTS—For Acceptance.....F	WAREHOUSE RECEIPTS.....F
“ For Collection.....J	

When “Currency Rate” is mentioned in the following Articles, it means Scale “R” or “Special Rates on Currency” where issued, and does not mean Scale “T.” In making charges on Paid Collections, and Paid C. O. D.'s in lots of less than \$5,000 be governed by Article “G” or “J” and Scale “P”; when in amounts of \$5,000 or more use Scale “R.”

A.—(1) Money packages, Bonds and Securities must be delivered at the office by shippers. In the case of shipments of Coin or Bullion too heavy to be carried by hand, agents may permit wagonmen to call therefor, but in such cases a representative of the shipper must accompany and retain custody of the shipment until it has been delivered by him to the company's authorized money receiving clerk within its office.

(2) Packages of Money, Bonds or other Securities in amounts of \$500.00 or over cannot be accepted for shipment unless the person who delivers the package to the company shall, at the time of said delivery, write his name in ink on the package.

(3) Packages offered for shipment by bankers or money brokers must be refused unless value is declared.

B.—(1) Graduate charges apply to shipments of less than \$1,000. When the rate between any two points is not given in Scales “S” and “U,” use the next higher rate to ascertain the correct charge, but the charge for less than \$1,000 must not be more than the rate for \$1,000.

MONEY RATES, ETC.—CONTINUED.

(2) In calculating charges where the result is not a multiple of five, the next higher multiple of five must be charged.

(3) On Remittance of less than \$1,000 carried by more than one express company apply single graduate for the through rate made by combining the rates for each company on the kind of money carried, unless otherwise provided.

(4) When the through charge cannot be made correctly to a point within the territory of another company, make price to the transfer point only. When prepaid, mark and way-bill the article Paid, with the amount and to what place. If marked or way-billed Paid, it means Paid to Destination unless otherwise specified. If paid in part, so note on way-bill and on package.

C.—(1) Currency, for rates on, see Scales "R" and "T."

(2) Gold Coin, for rates on, see Scale "Q."

(3) Gold Dust, same as Gold Coin.

(4) Silver Coin.—On amounts of \$1,000 and over the rate per \$1,000 face value, is the same as the rate on Merchandise per 100 pounds to the same point, but never less than 50 cents per \$1,000; on amounts less than \$1,000, charge according to Scale "U," using the same rate as is in effect on Merchandise per 100 pounds, but the charge for less than \$1,000 must not be more than would be charged for \$1,000. Example.—If the Merchandise rate is 40 cents per 100 pounds, the rate on Silver Coin in amounts of \$1,000 and over will be 50 cents per \$1,000, and in amounts less than \$1,000, the charge will be the graduate under the 40 cent rate, as shown in Scale "U."

(5) Mexican or South American Silver Coin, charge on the declared market value as follows: In amounts of \$1,000 or more, the rate per \$1,000 will be the same as the Merchandise rate per 100 pounds, but not less than 50 cents per \$1,000; if the weight exceeds 100 lbs. to the \$1,000 value, charge additionally Merchandise pound rates (see Rule 6d of Express Classification) on the excess weight. For amounts less than \$1,000 charge the same as for a Merchandise package of the same weight and value, but the charge for less than \$1,000 must not be more than would be charged for \$1,000.

(6) Minor or Base Coin, such as Nickles and Cents, charge Merchandise rate on actual weight and in addition charge on value as provided for in Rule 10 of the Express Classification. Two or more packages of Minor Coin or Base Coin, forwarded by one shipper, at the same time, to one consignee, may be charged for on the aggregate weight and value.

(7) On packages containing both Currency and Coin, charge regular rate upon amount of each kind of money, the charge not to be greater than for the same amount in Coin, except that packages containing Currency and Silver, or Gold Coin and Silver when Silver does not exceed \$5.00, may be taken at the same rate as though all Currency or Gold Coin.

D.—Bullion Shipments, charge as follows:

(1) Gold Bullion, Gold Sulphides, Gold Cyanides, or any other form of Uncoined Gold, and Dore Bullion, Gold Coin rates on value and Merchandise graduate rates on weight in excess of 4 pounds to the \$1,000 value.

MONEY RATES, ETC.—CONTINUED.

(2) Silver Bullion, same as Silver Coin (see Article C.)—allowing a maximum weight of 100 pounds to each \$1,000, and in addition Merchandise rate, pound rates (see Rule 6d of Express Classification), on all excess.

(3) Silver Sulphides, Precipitates, Cyanides or any other form of Un-coined Silver, the rate per \$1,000 value is the same as the rate on Merchandise per 100 pounds to the same point, allowing a maximum weight of 100 pounds to each \$1,000, and in addition Merchandise rate, pound rates (see Rule 6d of Express Classification) on all excess.

E.—(1) United States Bonds and Government Bonds of other Countries payable to bearer; and Coupons of any Bonds, other than for collection, charge Currency rate at their market value.

(2) United States Bonds and Government Bonds of other Countries, registered, one-third Currency rate at their market value, but never less than 15 cents per \$1,000 and no single shipment less than 25 cents.

(3) Subscription Certificates to Bonds or Stocks will be charged the same as for the Bonds or Stocks to be issued in exchange therefor.

(4) Letters of Credit, issued in blank or payable to bearer, charge Currency rate on the declared value.

F.—(1) Railroad, State, County, City, Town, and all other Bonds, or Certificates of Stock, payable to bearer (except United States Bonds and Government Bonds of other Countries payable to bearer) and Warehouse Receipts, charge one-half Currency rate at their market value, but not less than 25 cents per \$1,000, unless otherwise provided minimum charge 25 cents for a single shipment.

(2) The same Payable to Order, on which payment may be stopped if lost, including also Incomplete Bonds, Incomplete Certificates of Stock, and Notes, Checks, Drafts, Acceptances and other paper payable to order, including Pension Vouchers, and not for collection, charge one-third Currency rate at their declared market value, but never less than 15 cents per \$1,000. To find the charge on amounts less than \$1,000, take one-third of the graduated charge on the Currency rate which applies to the shipment.

Minimum charge 25 cents for a single shipment.

(3) If the weight of any shipment of Bonds exceeds one pound, assess additionally the Merchandise graduate charge.

(4) Subscription Certificates to Bonds or Stocks will be charged the same as for the Bonds or Stocks to be issued in exchange therefor.

(5) Incomplete National Bank Notes, charge Currency rates.

(6) Drafts sent for acceptance, way-bill P. O. R. (Pay on Return), and charge Currency rate on the face value of the paper when returned. If returned without acceptance, charge 25 cents; when carried by more than one company, add 15 cents for each additional company.

G.—(1) PAID C. O. D.'s CARRIED BY ONE COMPANY—

\$2.00 or under, in Currency or Coin, 15 cents.

Over \$2.00 and not exceeding \$6.00, in Currency or Coin, 20 cents.

Over \$6.00 and less than \$1,000, in Currency or Gold Coin, Scales P. and S.

MONEY RATES, ETC.—CONTINUED.

\$1,000 and less than \$5,000, in Currency or Gold Coin, Scale P.
 \$5,000 and over, Currency, Scale R; Gold Coin, Scale Q.
 Over \$6.00 in Silver Coin, Article C (4.)

(2) WHEN CARRIED BY MORE THAN ONE COMPANY—

\$6.00 or under, in Currency or Coin, 15 cents to the company collecting and 10 cents to each additional company.

Over \$6.00 to \$25.00 in Currency or Gold Coin, 25 cents to the company collecting, and 15 cents to each additional company.

*Over \$25.00 and less than \$1,000, in Currency or Gold Coin. Scales P. and S.

*\$1,000 and less than \$5,000, in Currency or Gold Coin, Scale P.

*\$5,000 and over, Currency, Scale R; Gold Coin, Scale Q.

*Over \$6.00 in Silver Coin, Article C (4.)

*Single graduate under the rate of each company carrying.

(3) In all cases paid C. O. D.'s, Collections, Notes, Contracts, Accounts, Bills and similar matter when returned to shipper must take same route, and pass through the hands of the same company or companies as when originally forwarded, except that when a C. O. D. shipment has been re-shipped from the original destination to which it was addressed, to another destination, the proceeds may be returned to the shipper by the most direct route. When a C. O. D. is received in transfer and the proceeds are to be returned to an office of the company collecting other than the point of origin, such proceeds may be returned direct by the company making the collection.

(4) Paid C. O. D.'s, containing Currency and Silver, or Gold Coin and Silver, when Silver does not exceed \$5.00, may be taken at the same rate as though all Currency or Gold Coin.

(5) Paid C. O. D.'s, containing Currency and Signed Notes, Lease or Mortgage, charge same as if all Currency. When, by shipper's instructions, an affidavit from consignee is accepted as payment of a C. O. D., the same charge must be made as if the money were returned.

(6) Advance of the Purchase Price of Goods, or any amount advanced to the shipper, will be charged the same rates as for paid C. O. D.'s, given above. Money Orders for the purchase price of goods ordered by express may be carried free. Express companies will not be required to advance the purchase price of any shipment to connecting companies.

H.—(1) Deeds and Mortgages which have not been recorded, charge Currency rate on the declared value, and when they are to be delivered to officials for record, require prepayment.

(2) Deeds and Mortgages which have been recorded, charge one-third Currency rate on the declared value, but never less than 15 cents per \$1,000 and no single shipment less than 25 cents.

(3) Deeds and Mortgages for collection, see Article L.

I.—Notes, Endorsed Drafts or other papers requiring protest must not be received for collection.

MONEY RATES, ETC.—CONTINUED.

J.—(1) Notes, Checks, Drafts, Accounts or Bills for Collection, when forwarded, way-bill P. O. R. (Pay on Return):

When returned paid, carried by one company—

\$10.00 or under, in Currency or Coin, 25 cents.

Over \$10.00 and less than \$5,000 in Currency or Gold Coin, once and one-half times the charge under Scale P.

\$5,000 and over in Currency, once and one-half times the charge under Scale R; in Gold Coin, one and one-half times the charge under Scale Q.

Over \$10.00 in Silver, once and one-half times the charge under Article C (4) .

(2) When carried by more than one company—When amount is \$10.00 or less, the company collecting will charge 25 cents and each additional company carrying 15 cents. When amount is more than \$10.00 the company collecting will charge according to preceding paragraph, and each additional company will charge single rates under Scale P, Q or R. or Article C (4), according to kind of money and amount, but the through charge must not be less than if carried by one company from transfer point to destination.

(3) Agents receiving paper for collection should call the attention of the senders to the price for returning in Currency, and the price for returning in Silver Coin, to prevent any misunderstanding as to the charge in case the paper should be paid in Silver Coin.

(4) The charge on a Paid Collection carried by two or more companies, between points where the single graduate of one company governs, if 50 cents or less, shall be divided equally, the company making the collection being entitled to the odd cent; and, if such charge exceeds 50 cents, it shall be prorated on the basis of the local Merchandise rates.

(5) Paid Collections containing signed notes and money, charge on notes under Scales P or R, according to the amount; and on the money once and one-half the rate as provided in paragraph (1) or (2).

(6) For collecting Bonds, charge the Bond rate on the outward shipment and for the returned money, if paid in Currency, Gold Coin or Draft, and amount is less than \$5,000, charge according to Scale P; if amount is \$5,000, or more, in Currency, charge according to Scale R; if Gold Coin, charge according to Scale Q; if paid in Silver, charge according to Article C (4); if returned unpaid, charge Bond rates both ways.

(7) For Collecting Coupons, on the outward shipment, charge Currency rate. For the returned money, charge the same rate as fixed by paragraph (6) for Bond Collections. If returned unpaid, make the return charge the same as the outward charge.

(8) A Bank Book or other Deposit Book sent with draft for collection of balance shown thereon is not subject to a separate charge.

K.—(1) Ordinary Bills, Accounts, Drafts or Notes not requiring protest, if returned uncollected, 25 cents. When carried by more than one company, add 15 cents for each additional company.

(2) When instructions are given by shipper to accept a note, check or draft in payment of a collection of any character, charge Currency rate

MONEY RATES, ETC.—CONTINUED.

on the face value of the paper under Scale P or Scale R, according to the amount.

(3) For taking notes in blank from one point, and procuring signature of party or parties at another point, and returning the signed notes to the shipper, charge one way on the face value of the notes under Scale P or Scale R, according to the amount. If returned unsigned, charge 25 cents, same as for unpaid collections.

(4) Notes, Drafts, Accounts or Bills for collection, with instructions to accept partial payment, must not be taken unless instructions are to return the amount paid with the collection at once, and when such partial payments are returned, charge shall be made only on the amount enclosed.

(5) For obtaining from consignees receipts for delivery of packages and returning such receipts to the shipper, a charge of 10 cents for each receipt must be made; when carried by two companies, the charge of 10 cents is to be divided equally.

(6) Agents must not accept collections unless assured of the identity and responsibility of the senders. (See General Instructions.)

L.—Mortgages, Deeds, Legal Papers and other valuable papers for collection must be enclosed in sealed envelopes endorsed with description and value of contents, and treated as a C. O. D. Merchandise package, but must be way-billed on a money way-bill. If consignee is to be permitted to examine the papers before payment, instructions to that effect must be marked on packages by the shippers, who must sign a release from all loss resulting from such examination. Outward charges on the package, unless prepaid, to follow as expense on return of proceeds, or paper, if not collected. If any service is to be performed by the express company in exchanging promissory notes or other obligations, in examination of titles, or any other service beyond the usual C. O. D. service, the business must not be accepted except under special contract authorized by the proper officer.

M.—(1) Collections must not be received more than twenty days before due, unless shipper states in writing that the payor has signified his intention to pay the obligation upon presentation, or within 20 days. Such paper, if unpaid at the expiration of the time indicated, must be returned to shipper. Unless instructed to the contrary, agents will return all other unpaid Notes, Drafts or Collections, within 10 days after having notified shipper of the non-payment of the collection.

(2) After a Collection has been forwarded from shipping point, if the shipper requests that the amount of the Collection be reduced, or when the entire amount of the collection is cut off, the shipping agent will require a fee of 10 cents to be paid before endorsing such instructions. Shippers' request must then be way-billed with charge of 10 cents prepaid. When two or more companies are interested in the transaction the 10 cents will be divided equally.

N.—Require shippers to endorse the contents on all packages of Bonds, Checks, Notes, Drafts, Acceptances or Deeds, and request them to keep a record of the numbers and descriptions to aid in recovery if lost.

MONEY RATES, ETC.—CONTINUED.

O.—(1) Bills of Lading, for matter shipped by freight lines, when enclosed in sealed envelopes and forwarded as C. O. D., with privilege of examination, shall be charged for at Merchandise graduate rates, minimum 30 cents, and 25 cents each when carried by more than one company; and in addition the valuation charge under Rule 10 of Express Classification; the charge for returning the money will be the same as for a paid C. O. D. of like amount; if not collected they may be returned free of charge.

When a Bill of Lading sent by express is exchanged by shipper's orders for a new Bill of Lading, charge additionally for securing the latter and returning it to shipper, the same amount as was charged for the original Bill of Lading.

(2) When not sealed, or when accompanied by instructions requiring agents, before delivering the Bill of Lading, to obtain signatures to notes, or to place mortgages for record, secure insurance, or to render other service than simply collecting the amount of the C. O. D. and returning the papers to the consignee, the outward charge will be \$1.00, prepaid, to be divided equally between the companies carrying; the return charge will be, when the amount of notes or mortgages is \$100 or less, 3 per cent. thereof; when the amount exceeds \$100, one per cent. thereof, with a minimum charge of \$3.00. When carried by two companies, the company executing the commission shall be entitled to two-thirds of the return charge. If the consignee declines to execute the papers and they are returned in original condition to shipper, the Bill of Lading may be returned without additional charge.

P.—Legal and other papers in manuscript may be taken at regular graduate and valuation rates, provided in Rule 10, Express Classification.

Q.—(1) Cancelled Vouchers, value limited to \$10.00, charge 10 cents for packages weighing 5 ounces or less, and 2 cents for each additional ounce or fraction thereof, unless the Merchandise graduate charge is less; charges to be divided equally between the companies carrying, the delivering company to have the odd cent, but not less than 10 cents for each company.

(2) Packages containing Uncancelled Checks, or Drafts, or Cancelled Coupons, charge Currency rate on the declared value, and if weight exceeds one pound assess additionally the Merchandise graduate charge.

R.—(1) Pawn Tickets.—Agents must require parties presenting pawn tickets for redemption of goods to state the value. A memorandum of the value must be attached to the ticket, and the value also stated on the receipt given for same.

(2) The amount necessary for the redemption of the goods, together with the pawn tickets and memorandum of value, must be enclosed in a sealed envelope, with total value of money and memorandum marked thereon, addressed to the agent of the company at the point where articles or goods were pledged and charged for at Currency rates prepaid; tickets from one shipper to be presented to different pawnbrokers for redemption of goods may be enclosed in the same envelope.

(3) The goods, when redeemed, are subject on return to regular rates according to Classification on each lot redeemed; and, in addition, a charge to cover expense of packing or handling of not less than 25 cents in each case.

MONEY RATES, ETC.—CONTINUED.

S.—Agents receiving on order to secure goods at another office, or money in lieu of the goods, will charge Classification rates for the return of the goods, or the Classification rate on a Paid Collection of the same amount for the return of the money; if neither goods nor money should be returned, the order must be returned, way-billed with charges 25 cents Collect. If carried over the lines of two or more companies charges will be divided equally, the collecting company being entitled to the odd cent.

Scales P. Q. and R.

Rates on Currency and Gold Coin.

Scale P: To be used for ascertaining rates on Paid C. O. D.'s and Paid Collections in amounts of less than \$5,000; the charge on less than \$5,000 must never exceed the charge on \$5,000 made by Scale "R." (See also Articles G and J of the Money Classification.)

Scale Q: To be used for ascertaining rates on Gold Coin. In amounts of less than \$1,000 graduate under Scale S. If the rate per \$1,000 is not given in the Scale, use the next higher rate in making price, but do not charge more than for \$1,000 at the actual rate.

Scale R: To be used for ascertaining rates on Currency. In amounts of less than \$1,000 graduate under Scale S. If the rate per \$1,000 is not given in the Scale use the next higher rate in making price, but do not charge more than for \$1,000 at the actual rate.

In making Currency and Gold Coin Rates, the Merchandise rates via Rail lines must be used in preference to Merchandise rates via Boat lines which must not be considered unless there is no Rail line; when specific rates have been issued to points reached only by Boat or Stage lines, they must be used instead of the rates made by this Scale.

For Silver, see Article C of the Money Classification.

WHEN THE MERCHANDISE RATE PER 100 LBS. IS				Make the Rate per \$1,000.		
				Scale P.	Scale Q.	Scale R.
\$	75 and under			50	50	40
Over	75 and not over \$1	50		75	65	40
"	1	50	"	1 00	75	50
"	2	00	"	1 25	85	60
"	2	50	"	1 50	1 00	75
"	3	00	"	1 75	1 25	90
"	3	50	"	2 00	1 25	1 00

MONEY RATES, ETC.—CONTINUED.

Scale S.

Graduated Charges for Amounts of Currency and Gold Coin Less than \$1,000.

If the exact rate per \$1,000 between any two points is not shown below, use the next higher rate shown in arriving at the charge, which in no case must exceed that for \$1,000 at the actual rate.

(For Special rates on Currency in sums of \$300 and less, see "Scale T.")

WHEN RATE PER \$1,000 IS				.40	.50	.75	1.00	1.25	1.50	1.75	2.00
Amounts \$ 15 and under				25	25	25	25	25	25	25	25
Over 15 to \$ 25				25	25	25	25	25	25	25	25
" 25 " 50				25	25	25	25	25	25	25	30
" 50 " 75				25	25	25	25	30	30	30	40
" 75 " 100				25	25	25	25	35	40	40	50
" 100 " 150				25	25	30	35	40	50	60	65
" 150 " 200				30	30	35	40	50	60	75	85
" 200 " 250				35	35	40	45	60	75	85	90
" 250 " 300				35	35	40	50	60	75	90	1 00
" 300 " 350				35	35	40	50	65	85	1 00	1 10
" 350 " 400				35	35	50	60	75	90	1 10	1 20
" 400 " 450				40	40	50	65	80	95	1 15	1 25
" 450 " 500				40	40	50	70	85	1 00	1 20	1 35
" 500 " 550				40	45	60	75	90	1 10	1 30	1 45
" 550 " 600				40	50	65	80	95	1 15	1 35	1 50
" 600 " 650				40	50	70	85	1 00	1 20	1 40	1 60
" 650 " 700				40	50	70	90	1 10	1 30	1 50	1 70
" 700 " 750				40	50	75	95	1 15	1 35	1 55	1 75
" 750 " 800				40	50	75	1 00	1 25	1 45	1 60	1 75
" 800 " 850				40	50	75	1 00	1 25	1 50	1 65	1 90
" 850 " 900				40	50	75	1 00	1 25	1 50	1 75	2 00
" 900 " 1,000				40	50	75	1 00	1 25	1 50	1 75	2 00

Not applicable on water lines. For money rates on water lines, see Special rates included in tariff between points on water routes.

MONEY RATES, ETC.—CONTINUED.

Scale T.

Special Rates for Currency.

(1) Between all points in Virginia, unless the regular graduate charge according to Scale S is less. Paid C. O. D.'s or Collections not included for which see sections G and J of the Money Classification.

For	\$ 50 or less.....	\$0.25	Over	\$150 to \$175.....	\$0.75
Over	50 to \$ 70.....	.30	"	175 to 200.....	.85
"	70 to 80.....	.40	"	200 to 225.....	.90
"	80 to 100.....	.45	"	225 to 250.....	1.00
"	100 to 125.....	.50	"	250 to 300.....	1.25
"	125 to 150.....	.60			

These rates apply between all express offices on railway lines in Virginia, except as shown below for amounts of \$40.00 and less. When shipments pass over the lines of more than one express company, the charges must be divided equally, the delivering company being entitled to the odd cent, but not less than 10 cents to each company carrying.

(2) On remittances carried between two points, both of which are reached by the same express company, namely:

For	\$20.00 or less.....	15 cents.
Over	\$20.00 to \$40.00.....	20 cents.

(3) The Scale "T" rates do not apply over water lines, for which rates and minimum charges for carrying Money are specifically given in tariffs.

MONEY RATES ETC.—CONTINUED.

Scale U.

Graduated Charges for Amounts of Silver Coin Less than \$1,000.

If the exact Merchandise rate between any two points is not shown below, use the next higher rate shown in arriving at the charge, which, excepting when the Merchandise rate is 40 cents, must in no case exceed that for \$1,000.

(Two or more packages of Silver Coin, one or more of which contains less than \$1,000 each, forwarded by one shipper, at the same time, to one consignee, will be charged for on the aggregate value.)

WHEN THE MERCHANDISE RATE PER 100 LBS. IS				.40	.50	.60	.75	.90	1.00	1.10	1.25	1.40	1.50	1.60
Amounts \$ 15 and under.....				25	25	25	25	25	25	25	25	25	25	25
Over 15 to \$ 25.....				25	25	25	30	30	30	30	30	30	30	30
" 25 " 50.....				25	25	25	30	30	30	35	35	35	35	40
" 50 " 75.....				35	35	40	45	50	50	50	50	55	55	60
" 75 " 100.....				40	40	45	45	50	50	55	55	60	60	65
" 100 " 150.....				40	40	45	50	55	55	60	60	65	65	70
" 150 " 200.....				40	40	45	50	55	55	75	75	80	80	85
" 200 " 250.....				40	40	45	50	55	55	75	75	80	80	85
" 250 " 300.....				45	45	50	55	65	65	90	90	1 00	1 00	1 05
" 300 " 350.....				50	50	55	60	70	70	95	95	1 05	1 05	1 15
" 350 " 400.....				50	50	60	65	75	75	1 05	1 05	1 15	1 15	1 25
" 400 " 450.....				50	50	60	70	80	80	1 10	1 10	1 20	1 20	1 30
" 450 " 500.....				50	50	60	75	85	85	1 10	1 20	1 30	1 30	1 40
" 500 " 550.....				50	50	60	75	90	90	1 10	1 25	1 35	1 35	1 50
" 550 " 600.....				50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 600 " 650.....				50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 650 " 700.....				50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 700 " 750.....				50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 750 " 800.....				50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 800 " 850.....				50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 850 " 900.....				50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60
" 900 " 1.000.....				50	50	60	75	90	1 00	1 10	1 25	1 40	1 50	1 60

WHEN THE MERCHANDISE RATE PER 100 LBS. IS				1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00
Amounts \$ 15 and under.....				25	25	25	25	25	25	25	25	25	25
Over 15 to \$ 25.....				30	35	35	35	35	35	35	35	35	35
" 25 " 50.....				40	45	45	45	45	45	45	45	50	50
" 50 " 75.....				60	65	70	70	75	75	85	85	85	85
" 75 " 100.....				65	70	80	80	85	85	95	95	1 00	1 00
" 100 " 150.....				70	80	85	85	90	90	1 05	1 05	1 15	1 15
" 150 " 200.....				85	95	1 05	1 05	1 10	1 15	1 30	1 30	1 40	1 40
" 200 " 250.....				85	95	1 05	1 10	1 15	1 25	1 50	1 50	1 65	1 65
" 250 " 300.....				1 05	1 15	1 30	1 30	1 40	1 50	1 75	1 75	1 90	1 90
" 300 " 350.....				1 15	1 30	1 40	1 40	1 50	1 60	1 85	1 85	2 00	2 00
" 350 " 400.....				1 25	1 40	1 50	1 50	1 60	1 75	1 90	1 90	2 15	2 15
" 400 " 450.....				1 30	1 40	1 55	1 55	1 70	1 85	2 10	2 10	2 25	2 25
" 450 " 500.....				1 40	1 50	1 65	1 65	1 80	1 95	2 25	2 25	2 50	2 50
" 500 " 550.....				1 50	1 50	1 65	1 75	1 90	2 00	2 35	2 35	2 50	2 50
" 550 " 600.....				1 60	1 60	1 75	1 85	2 00	2 10	2 55	2 65	2 75	2 75
" 600 " 650.....				1 60	1 60	1 75	1 85	2 00	2 20	2 55	2 65	2 75	2 75
" 650 " 700.....				1 70	1 70	1 85	1 95	2 10	2 30	2 70	2 80	2 95	3 05
" 700 " 750.....				1 70	1 75	1 90	2 00	2 20	2 40	2 70	2 80	2 95	3 05
" 750 " 800.....				1 75	1 80	2 00	2 10	2 30	2 50	2 85	2 95	3 10	3 20
" 800 " 850.....				1 75	1 90	2 10	2 15	2 40	2 60	2 90	3 00	3 20	3 40
" 850 " 900.....				1 75	2 00	2 25	2 25	2 50	2 75	3 15	3 25	3 40	3 60
" 900 " 1.000.....				1 75	2 00	2 25	2 50	2 75	3 00	3 25	3 50	3 75	4 00

Not applicable on water lines. For money rates on water lines, see Special rates included in tariff between points on water routes.

Points on Railway Lines in Virginia, and Distances.

List of Stations, in Geographical Order, and Mileages, on Lines of the
ADAMS EXPRESS COMPANY.

Names of junction points are shown in CAPITALS. Names of points at which there are express offices are without the prefix *.

CAPE CHARLES R. R.	CHESAPEAKE & OHIO RAILWAY—Con.	CHESAPEAKE & OHIO RAILWAY—Con.
(Operated by New York, Philadelphia & Norfolk R. R. Co.)	Main Line—Con.	Main Line—Con.
Miles.	Miles.	Miles.
0 CAPE CHARLES.	118 *Noel.	299 *Moss Run.
5 *Plantation.	120 Hewlett.	301 Backbone.
7 Capeville.	122 *Holliday.	304 *Jerry's Run.
9 Townsend.	123 *Mantico.	307 *East Alleghany.
12 Kiptopeke.	124 Beaver Dam.	308 Alleghany.
CHESAPEAKE & OHIO RAILWAY.	127 Tyler.	Gordonsville to Orange.
Main Line.	129 Bumpass.	Miles.
Miles.	131 Buckner.	0 GORDONSVILLE.
0 NEWPORT NEWS.	135 Frederick's Hall.	4 Madison Run.
7 Hampton.	139 Pendleton.	9 ORANGE.
9 *Phoebus.	141 Mineral.	Virginia Air Line Branch.
9 National Soldiers Home. (Branch of Fort Monroe Office.)	147 Louisa.	Miles.
10 FORT MONROE, OR OLD POINT COM- FORT.	151 Trevilian.	0 LINDSAY.
0 NORFOLK.	154 Green Springs.	2 *Whitlock.
0 PORTSMOUTH.	157 Melton.	3 *Thelma.
10 NEWPORT NEWS.	160 GORDONSVILLE.	7 Zion.
16 Morrison.	165 LINDSAY.	10 Troy.
18 *Mellen.	167 Cobham.	14 Wildwood.
20 Oyster Point.	170 Campbell.	17 Palmyra.
23 Oriana.	172 *Rugby.	19 *Rockaway.
26 *Reservoir.	174 Keswick.	21 Carysbrook.
28 Lee Hall.	176 Shadwell.	25 Fork Union.
32 Grove.	178 *Massie. 181 CHARLOTTESVILLE. (University of Va., (Branch of Charlottes- ville office.)	30 STRATHMORE.
37 Williamsburg.	185 *Woods.	Warm Springs Valley Branch.
41 Ewell.	189 Ivy.	Miles.
43 Lightfoot.	192 Mechums River.	0 COVINGTON.
45 Norge.	195 Crozet.	5 *Harrington.
47 Toano.	200 Greenwood.	11 *Falling Springs.
51 Diascund.	204 Afton.	14 *Natural Well.
53 Lanexa.	208 BASIC.	15 *Jenkins Ford.
55 Walker (New Kent county).	209 Waynesboro.	17 Kincaid.
58 Windsor Shades.	214 Fishersville.	18 *Callison.
61 Providence Forge.	218 *Brand.	21 *Groce.
64 *Mountcastle.	221 STAUNTON.	25 Hot Springs.
67 Roxbury.	226 *Snyder.	Potts Creek Branch.
69 *Turners.	229 Swoope.	Miles.
72 Elko.	231 Christian.	0 COVINGTON.
78 *Fort Lee.	234 *North Mountain.	8 *Hays Gap.
85 RICHMOND.	237 *Mt. Elliott. (Office in summer.)	10 *Cast Steel.
89 *Strawberry Hill.	238 *Ferrol.	16 *Arritt.
90 *Hunslett.	240 Augusta Springs.	17 Jordan.
91 *Ellerson.	243 Fordwick.	20 Bess.
93 East Atlee.	244 Craigsville.	James River Line.
94 Atlee.	248 *Mt. Marble.	(Richmond to Clifton Forge.)
95 *Ferrandini.	249 Bell's Valley.	Miles.
97 *Ashcake.	253 Goshen.	0 RICHMOND.
99 *Peake.	258 *Bratton's Bridge.	8 *Westham.
101 *Cady.	259 Hotchkiss.	10 *Grantland.
103 Hanover.	260 Millboro.	13 Lorraine.
105 *Wickham.	267 *Crane.	14 *Tuckahoe.
107 *South Anna.	269 *Copeland (Bath county).	16 Vinita.
108 *Little River.	271 *Griffith.	18 *Manakin.
110 *Garnett.	274 Longdale.	20 *Boscobel.
112 DOSWELL.	278 CLIFTON FORGE.	
115 *Verdon.	282 Low Moor.	
	286 *Steele.	
	288 *Mallow.	
	291 COVINGTON.	
	296 Callaghan.	

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—ADAMS EXPRESS COMPANY—CONTINUED.

CHESAPEAKE & OHIO RAILWAY—Con.	CHESAPEAKE & OHIO RAILWAY—Con.	CHESAPEAKE WESTERN RAILWAY.
James River Line.—Con.	James River Line—Con.	
Miles. 21 Sabot. 23 *Custer. 25 Lee. 28 State Farm. 29 *Thorncliff. 31 Maiden. 34 *Cedar Point. 34 Irwin. 36 *Pleasanton. 38 *Ben Lomond. 41 Rock Castle. 43 West View. 45 Stokes. 46 *Selden. 48 Pemberton. 49 *Howard's Neck. 53 Elk Hill. 55 Island. 58 Columbia. 59 *Goldsborough. 60 *Rivanna. 63 Stearnes. 67 BREMO. 69 STRATHMORE. 71 Shores. 74 Hardware. 76 Paynes (Fluvanna Co.) 80 Scottsville. 84 Hatton. 86 WARREN. 92 Howardsville. 94 *Highland. 97 Manteo. 100 Warminster. 103 *Midway. 105 Wingina. 110 Norwood. 112 Buffalo Spring (Nelson county). 115 *Greenway. 119 *Caskie. 120 Gladstone. 121 *Allens Creek. 124 Riverville. 127 Walker Ford. 132 Stapleton. 134 Galt's Mill. 137 *Joshua Falls. 140 *Deacon. 141 *Six Mile Bridge. 145 *Tyree. 146 LYNCHBURG. 151 Reusens. 156 Abert. 159 Holcomb Rock. 160 Pearch. 162 Coleman. 165 Waugh. 166 Big Island. 168 *Major. 172 Snowden. 176 BALCONY FALLS. 179 Greenlee. 180 Natural Bridge. 182 Gilmore Mills. 186 *Alpine. 187 Rocky Point. 190 Indian Rock. 192 *Dillon. 197 BUCHANAN.	200 Springwood. 204 *Catawba (Botetourt Co.) 206 *Saltpetre. 207 *Bell. 208 *Compton Bridge. 209 *Salisbury. 213 EAGLE MOUNTAIN. 217 †Gala. 220 †*Haden. 222 †*Baldwin. 224 †*Glen Wilton. 227 †*Lick Run. 229 †*Iron Gate. 232 †CLIFTON FORGE. †In computing between these points and Richmond or points east thereof, use the shorter mileage via C. & O. Railway Main Line and Clifton Forge. Buckingham Branch. Miles. 0 BREMO. 1 *New Canton. 3 *Bridgeport. 4 Arvonias. 6 Penlan. 10 Johnson. 13 *Alpha. 16 Dillwyn. 17 *White. 21 *Rosney. Alberene Branch. Miles. 0 WARREN. 2 *Boiling Springs. 4 *Dawson Mill. 6 ESMONT. Lexington Branch. Miles. 0 BALCONY FALLS. 1 Glasgow (Office of Southern Express Company only, via N. & W. Ry.) 5 Buffalo (Rockbridge county), (Office of Southern Express Company only, via N. & W. Ry.) 10 *Loch Laird. 11 BUENA VISTA. 15 *South River. 19 EAST LEXINGTON. 21 Lexington. Craig Valley Branch. Miles. 0 EAGLE MOUNTAIN. 1 *Whittens. 7 *Horton. 8 *Parr. 12 *Surber. 16 Oriskany. 20 *Given. 22 Barbour's Creek. 23 *Marshalltown. 24 *Ripley Springs. 27 New Castle.	Miles. 0 ELKTON. 3 *Inglewood. 5 *Maury. 7 McGaheysville. 9 *Montevideo. 11 Penn Laird. 13 Keezletown. 14 *Earmans. 16 *Chestnut Ridge. 18 *Rutherford. 20 HARRISONBURG. 22 *Pleasant Hill. 24 Dayton. 25 *Stemphletown. 27 Bridgewater. 30 *Spring Creek. 33 Mossy Creek. 34 *Walkers (Augusta Co.). 36 Mount Solon. 40 Stokesville. 40 *North River Gap. CUMBERLAND VALLEY RAILROAD. Miles. 0 WINCHESTER. 3 *Lenore. 7 Clearbrook. INTERSTATE R. R. Miles. 0 APPALACHIA. 2 *Preacher. 4 Osaka. 5 Roda. 3 *Mud Lick. 4 Stonega. LOUISVILLE & NASHVILLE R. R. Miles. 0 NORTON. 2 Dorchester Junction. 4 Blackwood. 7 *Kellyview. 10 APPALACHIA. 14 Big Stone Gap. 19 Olinger. 25 Dryden. 30 Pennington. 33 Ben Hur. 37 *Ocoonita. 42 Hubbard Springs. 46 Hagans. 51 Rose Hill. 56 Ewing. 59 *Caylor. 63 Wheeler. NEW YORK, PHILADELPHIA & NORFOLK RAILROAD. Norfolk to Maryland State Line. Miles. 0 NORFOLK. 0 PORTSMOUTH. 12 OLD POINT COMFORT. 36 CAPE CHARLES.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—ADAMS
EXPRESS COMPANY—CONTINUED.

NEW YORK, PHILADEL- PHIA & NORFOLK R. R.—Con.	RICHMOND, FREDERICKS- BURG & POTOMAC R. R. AND WASHINGTON SOUTH- ERN RY.—Con.	THE VIRGINIAN RY.— Continued. Norfolk to West Virginia State Line.—Con.
Norfolk to Maryland State Line—Continued.	Miles.	Miles.
39 *Bay View. 41 Cheriton. 42 Cobbs. 45 Eastville. 46 *Kendall Grove. 49 Machipongo. 52 Bird's Nest. 54 *Weirwood. 55 Nassawadox. 59 Exmore. 60 Belle Haven. 63 Painter. 66 Keller. 68 Melfa. 71 Onley. 73 Tasley. 75 Greenbush. 79 Parksley. 80 Mason (Accomac county) 82 Bloxom. 84 Mears. 86 Hallwood. 88 Makemie Park. 90 Oak Hall. 91 Lecato. 94 New Church.	46 Woodslane. 49 Guinea. 53 Summit (Spotsylvania Co.) 57 *Massaponax. 59 *Bernard. 61 FREDERICKSBURG. 63 *Cool Spring. 67 *Potomac Run. 70 Brooke. 73 *Aquia. 76 Wide Water. 78 *Reid. 81 Quantico. 82 *Barrows. 84 Cherry Hill. 89 *Negley. 90 *Marumsc. 91 Occoquan. 92 *Colchester. 94 Lorton. 96 *Pohick. 98 Accotink. 101 Franconia. 104 *Bush Hill. 106 *Seminary. 107 ALEXANDRIA. 110 *Potomac Yard.	87 Adst. 92 Dolphin. 98 ALBERTA. 107 Dundas. 113 Kenbridge. 120 Victoria. 125 *Nutbush. 132 MEHERRIN. 137 Briery. 143 Abilene. 151 Cullen. 157 Phenix. 163 Aspen. 167 *Henry. 170 BROOKNEAL. 178 Melrose. 183 Seneca. 187 Long Island. 189 *Memford. 195 *Mansion. 199 ALTAVISTA. 205 Leesville. 212 Huddleston. 218 Stone Mountain. 221 Moneta. 222 *Westgate. 228 Goodview. 231 *Stewartsville. 234 *Hardy. 239 *Niagara. 243 ROANOKE. 251 Salem. 254 *Cornell. 262 *LaFayette. 266 Ironto. 270 *Fagg. 274 Ellett. 276 *Yellow Sulphur (Office in summer.) 278 MERRIMAC. 279 *Shelby. 284 *Price. 288 Whitethorne. 293 Coy. 296 Goodwin's Ferry. 298 Eggleston. 303 Pembroke. 307 *Ripplemead. 309 *NORCROSS. 314 *North Pearisburg. 317 *Narrows. 321 Rich Creek.
RICHMOND, FREDERICKS- BURG & POTOMAC R. R.	THE VIRGINIAN RY. Norfolk to West Virginia State Line.	
AND WASHINGTON SOUTH- ERN RY.	Miles.	
0 RICHMOND. 6 *Green. 8 *Laurel. 10 Glen Allen. 12 *Taylor. 13 *Elmont. 15 *Gwathmey. 17 Ashland. 19 *Ellett. 22 *Taylorsville. 24 DOSWELL. 29 Rutherglen. 35 *Penola. 40 Milford. 43 *Rixey.	0 NORFOLK. 14 Sunray. 15 *Algren. 21 *Magnolia. 24 SUFFOLK. 28 Kenyon. 34 Boaz. 37 Colosse. 39 Walters. 41 Burdette. 47 Sedley. 54 Sebrell. 62 Joyner. 67 *Gray. 74 JARRATT. 81 Purdy.	

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES— CONTINUED.

List of Stations, in Geographical Order, and Mileages, on Lines of SOUTHERN EXPRESS COMPANY.

Names of junction points are shown in CAPITALS. Names of points at which there are express offices are without the prefix*.

ATLANTIC COAST LINE R. R.	DANVILLE & WESTERN RAILWAY.	NORFOLK SOUTHERN RAILROAD—Con.
Richmond to North Caro- lina State Line.	(Controlled by Southern Ry. Co. through ownership of stock.)	Norfolk to Virginia Beach.
Miles. 0 RICHMOND. South Richmond (Branch of Richmond Office.) 6 *Falling Creek. 8 Drewry's Bluff. 11 Centralia. 13 CHESTER. 17 *Walthall. 23 PETERSBURG. 32 Reams. 37 Carson. 43 Stony Creek. 53 JARRATT. 55 *55-Mile Siding. 63 EMPORIA. 69 *Turners.	Danville to Stuart. Miles. 0 DANVILLE. 5 *Stokesland. 8 *Dan River. 13 *Buford. 16 *Oak Hill. 20 *Leaksville Junction. 21 Cascade. 25 Aiken Summit. 29 *Boxwood. 30 Axton. 32 Burnt Chimneys. 37 *Chatmoss. 43 MARTINSVILLE. 47 *KOEHLER. 53 *Preston. 56 Spencer. 62 Stella. 65 Crits. 70 Patrick Springs. 75 Stuart.	Miles. 0 NORFOLK. 9 *Rosemont. 10 *Tyler. 11 *Lynnhaven. 12 *London Bridge. 13 *Maple Run. 14 *Oceana. 15 *Seatack. 16 Virginia Beach.
Norfolk to North Carolina State Line.	NORFOLK SOUTHERN RAILROAD.	Suffolk to North Carolina State Line.
Miles. 0 NORFOLK. 0 PORTSMOUTH. 1 *Pinners Point. 3 Port Norfolk. 4 *Armstead. 6 Bruce. 9 *Boone. 11 *Dean. 13 Drivers. 16 *Nansemond. 21 SUFFOLK. 27 *Nurney. 32 Whaley.	Norfolk to North Carolina State Line.	Miles. 0 SUFFOLK. 7 *Saunders. 9 *Cypress. 12 *Wilson (Nansemond Co.)
CAROLINA, CLINCHFIELD & OHIO RY.	Norfolk to Munden	NORFOLK & WESTERN RAILWAY.
Dante to Tennessee State Line.	Miles. 0 NORFOLK. 8 *Kempsville. 10 *Herberts. 12 *Carolina Junction. 14 *Providence Junction. 17 *Butts Road. 21 Fentress. 25 Hickory Ground. 27 St. Brides. 30 Northwest.	Norfolk to Bristol.
Miles. 0 Dante. 4 *Hamlin. 6 *Band Mill. 8 ST. PAUL. 15 *Shannon. 16 *Bangor. 20 *Stony. 22 Dungannon. 27 *Wood. 30 Fort Blackmore. 37 Hill. 43 *Clinch. 45 SPEERS FERRY. 47 *Kermit. 52 *Cameron.	Miles. 0 NORFOLK. 12 *Land 15 Princess Anne C. H. 18 *Pungo. 20 *Pleasant Ridge. 23 *Back Bay. 26 *Creeds. 28 Munden.	Miles. 0 PORTSMOUTH. 0 NORFOLK. 2 South Norfolk. 7 *Gilmerton. 10 *Yadkin. 17 *Juniper. 23 SUFFOLK. 26 *Kilby. 30 *Myrtle. 34 Windsor. 41 Zuni. 45 Ivor. 52 Wakefield. 59 WAVERLY. 69 Disputanta. 82 PETERSBURG. 87 *Addison. 92 *Sutherland. 96 Church Road. 99 *Poole. 102 Ford. 105 *Hebron. 109 Wilson (Dinwiddie Co.) 113 Wellville. 118 Blackstone. 124 Nottoway. 129 Crewe. 133 BURKEVILLE. 138 *Moran.
St. Paul to Hurricane.		
Miles. 0 ST. PAUL. 9 KISER. 12 *Clinchfield. 12 Hurricane.		

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—SOUTHERN EXPRESS COMPANY—CONTINUED.

NORFOLK & WESTERN RAILWAY—Con.	NORFOLK & WESTERN RAILWAY—Con.	NORFOLK & WESTERN RAILWAY.—Con.
Norfolk to Bristol.—Con.	Lynchburg to North Carolina State Line.	Roanoke to West Virginia State Line—Shenandoah Valley Line.—Con.
Miles. 142 Rice. 145 *High Bridge. 151 FARMVILLE. 156 *Tuggle. 161 Prospect. 165 *Elam. 169 Pamplin. 176 Evergreen. 181 Appomattox. 187 Spout Spring. 191 Concord. 204 LYNCHBURG. 208 *Halsey. 212 *Clay. 215 Forest. 220 Goode. 223 Lowry. 229 Bedford. 234 Thaxton. 236 *Irving. 241 Montvale. 243 *Dewey. 245 *Ironville. 246 Blue Ridge. 249 *Webster. 251 Bonsack. 255 Vinton. 258 ROANOKE. 264 Salem. 269 *Glenvar. 273 *Singer. 277 Elliston. 281 Shawsville. 286 *Montgomery. 288 Houchins. 290 CHRISTIANSBURG. 296 Vicker. 298 *WALTON. 301 East Radford. 302 Radford. 303 New River. 306 *Melborn. 309 Dublin. 313 *Wurno. 316 PULASKI. 324 *Summit. 329 Max Meadows. 333 *Kent. 337 Wytheville. 340 *Government Siding. 342 *Grubb. 344 Crockett. 350 Rural Retreat. 354 Groseclose. 358 Atkins (Smyth Co.) 361 *Mt. Carmel. 364 Marion. 369 *McMullin. 371 Seven Mile Ford. 375 Chilhowie. 378 *Snapp. 380 GLADE SPRING. 384 Emory. 386 Meadow View. 394 Abingdon. 399 Wyndale. 403 Wallace. 406 *Barytes. 408 BRISTOL.	Miles. 0 LYNCHBURG. 4 *Durmid. 7 *Bocock. 8 *Lone Jack. 11 *Alexanders. 13 Rustburg. 18 *Winfall. 22 Gladys. 28 Naruna. 34 BROOKNEAL. 39 Clarkton. 44 Nathalie. 48 Lennig. 50 *Crystall Hill. 58 Houston. 63 SOUTH BOSTON. 69 Cluster Springs. 73 *DENNISTON. Roanoke to North Carolina State Line. Miles. 0 ROANOKE. 7 Starkey. 11 *Wrights. 15 Boone's Mill. 19 *Taylors. 21 Wirtz. 22 *Blaine. 27 ROCKY MOUNT. 30 *Saunders. 33 *Waldsboro. 37 Ferrum. 40 *Prilliman. 44 Henry. 48 Philpott. 52 Bassett. 54 *Edgewood. 58 *KOEHLER. 62 MARTINSVILLE. 66 *Fontaine. 72 Ridgeway. Roanoke to West Virginia State Line—Shenandoah Valley Line. Miles. 0 ROANOKE. 6 Hollins. 7 Cloverdale. 11 Troutville. 15 Nace. 20 Lithia. 25 BUCHANAN. 30 *Arcadia. 41 Natural Bridge. 44 Glasgow. 48 Buffalo (Rockbridge Co.) 54 BUENA VISTA. 60 Riverside. 64 Midvale. 72 Vesuvius. 77 *Lofton. 80 Cold Springs.	Miles. 86 Stuart's Draft. 91 Lyndhurst. 96 BASIC. 99 *Dooms. 102 Crimora. 107 *Harriston. 110 Grottoes. 112 Port Republic. 115 *Lewis. 121 Island Ford. 123 *Yanceys. 127 ELKTON. 133 Shenandoah. 136 Grove Hill. 138 *Ingham. 144 Stanley (Page county.) 147 *Long. 151 Luray. 154 Elgin. 157 *Vaughan. 160 Rileyville. 162 *Compton. 164 *Overall. 167 Bentonville. 169 Limeton. 172 *Vannatta. 173 *Manor. 177 Front Royal. 180 RIVERTON. 183 *Cedarville. 185 *Success. 186 Ashby (Warren county). 190 White Post. 193 Boyce. 196 *Briggs. 200 Berryville. 204 *Gaylord. Blacksburg Branch. Miles. 0 CHRISTIANSBURG. 5 Merrimac. (Office of Adams Express Company on The Virginian Ry.) 8 Blacksburg. Walton to West Virginia State Line. Miles. 0 *WALTON. 3 Pepper. 5 *Cowan. 7 Belspring. 9 Parrott. 10 *Dry Branch. 12 *Berton. 15 Eggleston. 19 Pembroke. 21 *Walkers Creek. 22 Ripplemead. 23 *POTTS VALLEY JUNCTION. 26 *Curve. 29 Pearisburg. 33 Narrows.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—SOUTHERN EXPRESS COMPANY—CONTINUED.

NORFOLK & WESTERN RAILWAY—Con.**Walton to West Virginia State Line—Con.**

Miles.

37 Lurich.
 39 Glen Lyn.
 (West Virginia State Line).
 64 GRAHAM.
 67 Falls Mills.
 68 *Flat Top.
 (West Virginia State Line).
 73 Pocahontas.
 76 *Boissevain.

Potts Valley Junction to West Virginia State Line.

Miles.

0 *POTTS VALLEY JUNCTION.
 1 *NORCROSS.
 3 *Kimballton.
 4 *Kerna.
 5 *Olean.
 7 *Watertank.
 11 *Interior.
 15 *Kire.

Graham to Norton.

Miles.

0 GRAHAM.
 1 *Hockman.
 3 *St. Clair.
 7 *Bailey.
 10 Tip Top.
 15 Witten's Mills.
 16 Five Oaks.
 19 Tazewell.
 22 *Pisgah.
 25 *Maxwell.
 28 *Gillespie.
 31 Pounding Mill.
 35 CEDAR BLUFF.
 38 RICHLANDS.
 40 *Doran.
 41 Raven.
 44 *Daw.
 49 Swords Creek.
 51 Gardner.
 53 *Shoffner.
 54 HONAKER.
 59 Finney.
 63 *Artrip.
 65 Cleveland.
 68 *Kiser.
 70 Carterton.
 74 Castlewood.
 76 *Fink.
 77 ST PAUL.
 81 Virginia City.
 83 *Dwina.
 86 *Pine.
 88 *Bannervane.
 89 COEBURN.
 94 Tacoma.
 100 NORTON.

Cedar Bluff to West Virginia State Line.

Miles.

0 CEDAR BLUFF.
 1 *Indian Yard.
 6 *Bandy.

NORFOLK & WESTERN RAILWAY—Con.**Richlands to Seaboard.**

Miles.

0 RICHLANDS.
 4 *Seaboard.

Honaker Branch.

Miles.

0 HONAKER.
 3 *Hubbard.
 4 *Stumptown.
 5 Blackford.

Coeburn to Toms Creek.

Miles.

0 COEBURN.
 3 Toms Creek.

Pulaski to Galax.

Miles.

0 PULASKI.
 3 *McAdams.
 7 Draper.
 10 *Delton.
 11 *Hiawassa.
 13 Allisonia.
 14 *REED.
 16 *Ardway.
 19 Barren Springs.
 20 *Carter.
 21 *Bertha.
 25 Foster Falls.
 26 *Jackson's Ferry.
 30 Austinville.
 33 IVANHOE.
 38 Byllesby.
 39 *Grayson.
 41 *FRIES JUNCTION.
 43 *Gambetta.
 46 *Chestnut Yard.
 50 *Blair (Carroll Co.)
 52 Galax.

Reed Island Branch.

Miles.

0 *REED.
 2 Kayoulah.
 5 *Patterson Junction.
 10 Betty Baker.

Speedwell Branch.

Miles.

0 IVANHOE.
 10 Cripple Creek.
 17 Speedwell.

Fries Branch.

Miles.

0 *FRIES JUNCTION.
 5 Fries.

Saltville Branch.

Miles.

0 GLADE SPRING.
 7 Plasterco.
 9 Saltville.

SEABOARD AIR LINE RY.**Richmond to North Carolina State Line.**

Miles.

0 RICHMOND.
 South Richmond (Branch of Richmond Office.)
 8 *Bellwood.
 11 *Buckhead.
 13 CHESTER.
 18 *Lynch.
 23 PETERSBURG.
 31 *Burgess.
 37 Dinwiddie.
 40 Butterworth.
 42 DeWitt.
 47 McKenney.
 52 Rawlings.
 54 Kress.
 57 Warfield.
 61 ALBERTA.
 64 Cochran.
 68 Grandy.
 74 Skelton.
 79 LA CROSSE.
 83 *Hagood.
 86 Bracey.

Portsmouth to North Carolina State Line.

Miles.

0 NORFOLK.
 0 PORTSMOUTH.
 7 Bowers Hill.
 10 *Algren.
 15 *Magnolia.
 17 SUFFOLK.
 20 *Kilby.
 26 *Purvis.
 31 Carrsville.
 37 FRANKLIN.
 42 *Delaware.
 43 Handsoma.
 49 Newsoms.
 54 Boykins.
 57 Branchville.
 60 *Hugo.

SOUTHERN RAILWAY.**Main Line--Alexandria to North Carolina State Line.**

Miles.

0 ALEXANDRIA.
 2 *Seminary.
 4 *Lincolnia.
 6 *Edsall.
 8 *Springfield.
 11 *Ravensworth.
 13 Burke.
 15 *Sideburn.
 16 Fairfax.
 20 Clifton.
 24 *Bloom.
 26 MANASSAS.
 30 Bristow.
 33 Nokesville.
 37 Catlett.
 40 CALVERTON.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—SOUTHERN EXPRESS COMPANY—CONTINUED.

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Miles.	Miles.	Miles.
43 Midland. 46 Bealeton. 50 Remington. 53 Elkwood. 55 Brandy. 58 *Inlet. 61 Culpeper. 65 Winston. 67 Mitchell. 70 *Buena. 72 Rapidan. 78 ORANGE. 82 Montpelier. 85 Somerset. 89 Barboursville. 92 Burnleys. 95 Gilbert. 97 *Watts. 99 Proffit. 103 Rio. 106 CHARLOTTESVILLE. University of Va. (Branch of Charlottesville Office.) 111 *Hickory Hill. 113 Arrowhead. 114 Red Hill. 117 North Garden. 122 Covesville. 127 Faber. 129 Rockfish. 133 Elma. 136 Shipman. 138 Oak Ridge. 140 Arrington. 144 Tye River. 147 New Glasgow. 152 Amherst. 155 Sweetbriar. 156 *Coolwell. 158 *McIvor. 159 Monroe. 161 Winesap. 162 *Leftwich. 166 LYNCHBURG. 169 *Durmid. 172 *Montview. 177 Lawyers. 183 Evington. 187 *Otter River. 189 Clarion. 192 ALTAVISTA. 193 Hurt. 197 Motley. 200 Sycamore. 204 GRETNA. 207 *Galveston. 210 Whittles. 214 Chatham. 219 Dry Fork. 224 Fall Creek. 227 *Lima. 232 DANVILLE. 237 *Stokesland.	0 MANASSAS. 2 *Rixlew. 6 Wellington. 9 Gainesville. 10 Haymarket. 13 Thoroughfare. 15 *Beverley (Fauquier Co.) 16 Broad Run. 20 Plains. 22 Belvoir. 24 Marshall. 30 Rectorstown. 34 Delaplane. 38 Markham. 43 Linden. 48 Happy Creek. 50 *FRONT ROYAL JUNC- TION. 51 Front Royal. 51 *RIVERTON JUNC- TION. 51 Riverton. 55 *Buckton. 57 Water Lick. 62 Strasburg. 63 STRASBURG JUNC- TION. 64 Fishers Hill. 68 Toms Brook. 69 Maurertown. 73 Woodstock. 79 Edinburg. 81 Bowman. 84 *Hawkinstown. 86 Mt. Jackson. 90 Quicksburg. 93 New Market. 97 Timberville. 100 Broadway. 103 Daphna. 106 Linville. 112 HARRISONBURG. Calverton to Warrenton. Miles. 0 CALVERTON. 3 Casanova. 6 Meetz. 8 *Alwington. 9 Warrenton. Franklin Junction to Rocky Mount. Miles. 0 GRETNA. 3 *Farmer. 5 *Forbes. 7 Pittsville. 9 Toshes. 12 Sandy Level. 16 *Angle. 18 Pen Hook. 20 *Novelty. 23 Union Hall. 27 Glade Hill. 32 *Redwood. 37 ROCKY MOUNT.	0 DANVILLE. 5 Ringgold. 11 Sutherlin. 14 *Barksdale. 19 Pace. 23 News Ferry. 32 SOUTH BOSTON. 36 Wolf Trap. 40 Scottsburg. 43 *Ockward. 46 Clover. 51 Rauldolph. 54 Saxe. 57 *Mossingford. 59 Drake Branch. 67 KEYSVILLE. 76 MEHERRIN. 80 Green Bay. 87 BURKEVILLE. 91 *Jennings. 97 Jetersville. 100 *Maplewood (Amelia Co.) 104 *Otterburn. 105 Amelia. 107 *Winterham. 110 Chula. 114 Mattoax. 115 *Payne (Powhatan Co.) 117 *Clayville. 118 *Dorset. 119 MOSELEY. 121 *Turpin. 123 *Hallsboro. 124 *Dry Bridge. 127 Midlothian. 130 *Robious. 131 *Lee Park. 133 Bon Air. 136 *Granite. South Richmond (Branch of Richmond Office) 140 RICHMOND. 148 *Fair Oaks. 152 *Meadow. 154 *Dispatch. 156 Quinton. 161 Tunstall. 165 *White House. 167 Lester Manor. 170 *Cohoke. 172 Sweet Hall. 175 *Romanceoke. 179 West Point. Keysville to North Carolina State Line. Miles. 0 KEYSVILLE. 4 Ontario. 9 Fort Mitchell. 12 Finneywood. 17 Chase City. 21 *Wasset. 25 Skipwith. 29 JEFFRESS. 31 Clarksville. 36 Soudan.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA, AND DISTANCES—SOUTHERN EXPRESS COMPANY—CONTINUED.

SOUTHERN RAILWAY— Continued.	SOUTHERN RAILWAY —Continued.	VIRGINIA & SOUTHWEST- ERN RAILWAY—Con.
Norfolk to Danville.	James River Junction to Claremont.—Con.	Bristol to St. Charles.—Con.
Miles. 0 NORFOLK. 0 PORTSMOUTH. 9 *Boone. 12 *Shoulders Hill. 15 *Beamon. 19 Soroco. 21 SUFFOLK. 28 *Lummis. 32 Holland. 35 *Elwood. 38 *Lee's Mill. 41 FRANKLIN. 43 *Isaac. 46 *Story. 49 Courtland. 55 Pope. 57 Capron. 63 Drewryville. 64 Arringdale. 68 *Adams Grove. 72 *Green Plain. 73 *JAMES RIVER JUNC- TION. 77 EMPORIA. 80 *Durand. 84 Pleasant Shade. 87 Freeman. 88 *Racume. 92 Edgerton. 97 Lawrenceville. 102 Charlie Hope. 110 Brodnax. 114 LA CROSSE. 117 South Hill. 123 Union Level. 127 Baskerville. 130 *Antlers. 134 Boydton. 141 Finchley. 143 JEFFRESS. 146 *Clarksville Junction. 146 South Clarksville. 151 BUFFALO JUNCTION. 153 *Averett. 156 Nelson. (N. C. State Line.) 161 Virgilina. (N. C. State Line.) 165 Christie. 168 Mayo. 173 *DENNISTON. 177 Alton. (N. C. State Line.) 208 DANVILLE.	Miles. 13 *Gray. 15 *Hilda. 18 Yale. 23 *Lumberton. 28 Homeville. 36 WAVERLY. 44 *Savage. 48 Spring Grove. 52 CLAREMONT. TIDEWATER & WESTERN RAILROAD. Farmville to Bermuda. Miles. 0 FARMVILLE. 5 *Raines. 10 *Fork. 13 *Eulalie. 14 *McRae. 18 Cumberland. 25 *Sunny Side. 29 Tobaccoville. 30 *Ballsville. 34 Belona. 38 *Macon. 42 Powhatan. 44 *Negro Arm. 47 *Flat Rock. 52 MOSELEY. 58 *Skinquarter. 63 COALBORO. 64 *Summit(Chesterfield Co) 68 *Perdue. 70 Beach. 71 *Fendley. 74 *Nash. 79 CHESTER. 86 *Ochre. 89 *Bermuda.	Miles. 45 *Glenita. 49 Sunbright. 51 Duffield. 55 *Jasper. 57 *Harveys. 60 Oretton. 62 *Irondale. 64 Elverton. 66 Big Stone Gap. 69 APPALACHIA. 71 Imboden. 74 *Crest. 76 Keokee Junction. 82 *Delvale. 86 *Purcell. 89 *Pocket. 90 *Manass. 92 St. Charles.
Buffalo Junction to Buffalo Lithia Springs.	Coalboro to Winterpock.	Inman Branch.
Miles. 0 BUFFALO JUNCTION. 4 Buffalo Lithia Springs.	Miles. 0 COALBORO. 3 Winterpock.	Miles. 0 APPALACHIA. 1 *Inman.
James River Junction to Claremont.	VIRGINIA & SOUTHWEST- ERN RAILWAY.	WASHINGTON AND OLD DOMINION RAILWAY.
Miles. 0 EMPORIA. 3 *JAMES RIVER JUNC- TION. 6 *Grizzard. 10 *Masons (Sussex Co.)	Bristol to St. Charles.	(Owned by Southern Rail- way Company).
	Miles.	Alexandria to Bluemont.
	0 BRISTOL. 5 *Mountain. 8 *Benham. 10 *Leonards. 13 *Phillips. 15 Mendota. 21 *Mace Spring. 25 Hiltons. 28 *Nottingham. 30 Moccasin Gap. 32 Gate City. 35 *Melvin. 37 *Albert. 41 SPEERS FERRY. 43 Clinchport.	Miles. 0 ALEXANDRIA. 2 *Alexandria Junction. 4 *Cowdon. 6 *Barcroft. 7 *Glencarlyn. 7 *Torrison. 8 *Fostoria. 9 Falls Church. 10 West Falls Church. 13 Dunn Loring. 14 *Wedderburn. 15 Vienna. 18 *Hunter. 21 Wiehle. 22 *Coral. 23 Herndon. 24 *Herndon Heights. 27 Sterling. 28 *Smith (Loudoun Co.) 31 Ashburn. 34 *Belmont Park. 36 *Lawson. 37 Leesburg. 41 *Clarks Gap. 42 Paeonian Springs. 44 Hamilton. 45 *Ivandale. 47 Purcellville. 50 Round Hill. 54 Bluemont.

*This prefix is at names of points where there are no express offices.

POINTS ON RAILWAY LINES IN VIRGINIA AND DISTANCES—
CONTINUED.

UNITED STATES EXPRESS COMPANY.

VALLEY R. R. OF VIR- GINIA and BALTIMORE & OHIO R. R.	VALLEY R. R. OF VIR- GINIA and BALTIMORE & OHIO R. R.—Con.	VALLEY R. R. OF VIR- GINIA and BALTIMORE & OHIO R. R.—Con.
Lexington to W. Va. State Line.	Lexington to W. Va. State Line—Con.	Lexington to W. Va. State Line—Con.
Miles.	Miles.	Miles.
0 Lexington.	36 STAUNTON.	112 Capon Road.
2 EAST LEXINGTON.	39 *Millbrook.	116 Cedar Creek.
8 Timber Ridge.	42 *Verona.	118 Middletown.
10 Decatur.	45 Fort Defiance.	120 Vacluse.
13 Fairfield.	47 Mt. Sidney.	123 Stephens City.
16 *Davis.	50 Cave Station.	125 *Bartonville.
18 Raphine.	54 Mt. Crawford.	127 Kernstown.
20 Spottswood.	57 Pleasant Valley.	130 WINCHESTER.
24 Greenville.	62 HARRISONBURG.	135 Stephenson.
29 *Mint Spring.	111 STRASBURG JUNC- TION.	140 Wadesville.
31 *Brookewood.		142 *Swimley.

*This prefix is at names of points where there are no express offices.

RATES FOR TELEGRAPH COMPANIES IN VIRGINIA.**COMMONWEALTH OF VIRGINIA, AT THE RELATION OF THE
STATE CORPORATION COMMISSION**

v.

**WESTERN UNION TELEGRAPH COMPANY and ATLANTIC POSTAL
TELEGRAPH CABLE COMPANY.**

CITY OF RICHMOND, December 18, 1906.

In this proceeding the two defendant companies, Western Union Telegraph Company and Atlantic Postal Telegraph Cable Company, appeared before the Commission on the first day of August, 1906, and filed, respectively, separate written answers. The said answers having been carefully considered by the Commission, the Commission is of opinion that in fixing and prescribing a rate for transmitting intrastate telegraphic messages, the Commission is in the exercise of proper State authority and that such exercise of authority is not in conflict with any of the provisions of statutes of the Federal Congress or of the Constitution of the United States relative to post roads or inter-state commerce, referred to in the said answers. The Commission is of the opinion that the rates now fixed and prescribed are just, reasonable and valid, and it is, therefore, ordered as follows:

In receiving, transmitting and delivering telegraphic messages in Virginia, the Western Union Telegraph Company and Atlantic Postal Telegraph Cable Company shall observe and conform to the following rates and requirements, now fixed, prescribed and ordered by the Commission, viz.:

Except as may be otherwise specifically provided at any time by the State Corporation Commission, neither of the said two telegraph companies shall collect, for the service over its line between any two points within this State, more than 25 cents for transmitting a message of ten words or less, exclusive of date, address and signature, nor more than two cents for each additional word in a day message, nor more than one cent for each additional word in a night message. Whenever a message is transmitted over the lines of both of said companies in order to reach destination, neither of said companies shall charge or collect more than forty (40) cents for the service of itself and the connecting telegraph company in transmitting a message of 10 words or less, exclusive of date, address and signature, between any two points within this State, nor more than three cents for each additional word.

Messages shall be received for transmission, and delivered at destination, as now provided by statute, until other provision is made therefor.

Both of the said companies shall forthwith, by proper directions to their officers and agents in accordance with the course of business of each company, properly provide at once for putting into effect the foregoing rates and requirements, the same to take effect on the first day of January, 1907, after which date any rate or provisions in conflict with the said rates and order now fixed and prescribed by the Commission shall be unlawful and void.

This order shall not be construed to infringe upon any right of the said companies under the Constitution and laws of the State of Virginia, or the Constitution and laws of the United States.

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